

Formal Road, Bridge openings

1987

May - Fred. C. Malkus Br. - (US 50 over drop Tank River)

May - Deep Creek Lake Br. (US 219) - Garrett

July - Denton Bypass - (Md 404) - Caroline Co.

July - Nanticoke Riv. Br., Sharpstown Bypass (Md 313)

July - Md 2/4 (Louis Goldstein Hwy) Calvert

October - Deal Island Bridge (Md 363) Somerset

November - Md 24 (Belair Bypass) Harford

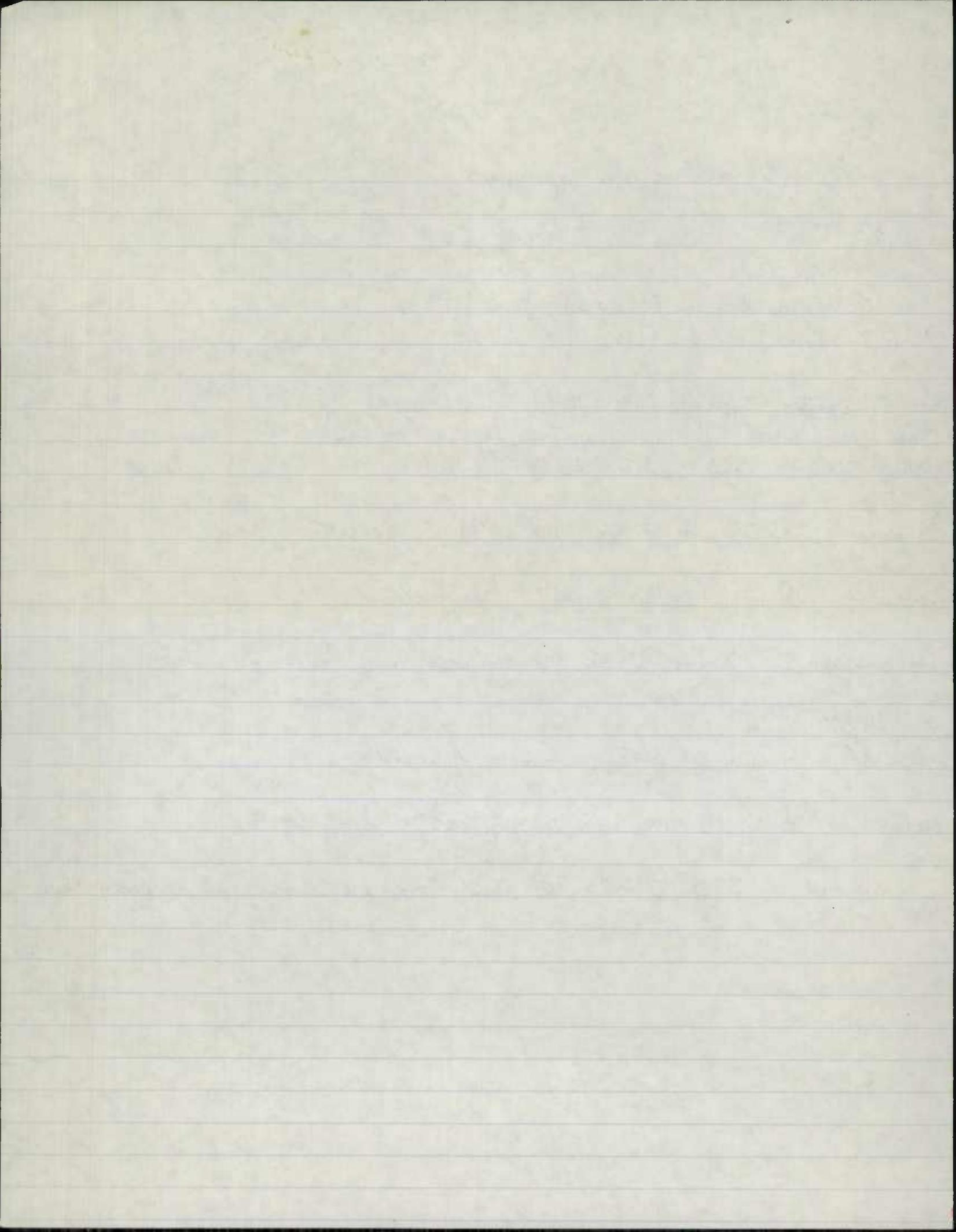
December - I 97 (fr. US 50 to Millersville) Anne Arundel

June 1988

Md 295 / W. Nursery Rd int'chg. - Anne Arundel

October - Md 10 (fr. Md 648 to Md 100) AA Co.

December - I-370 (I 270 to Shady Grove metro rail) already have



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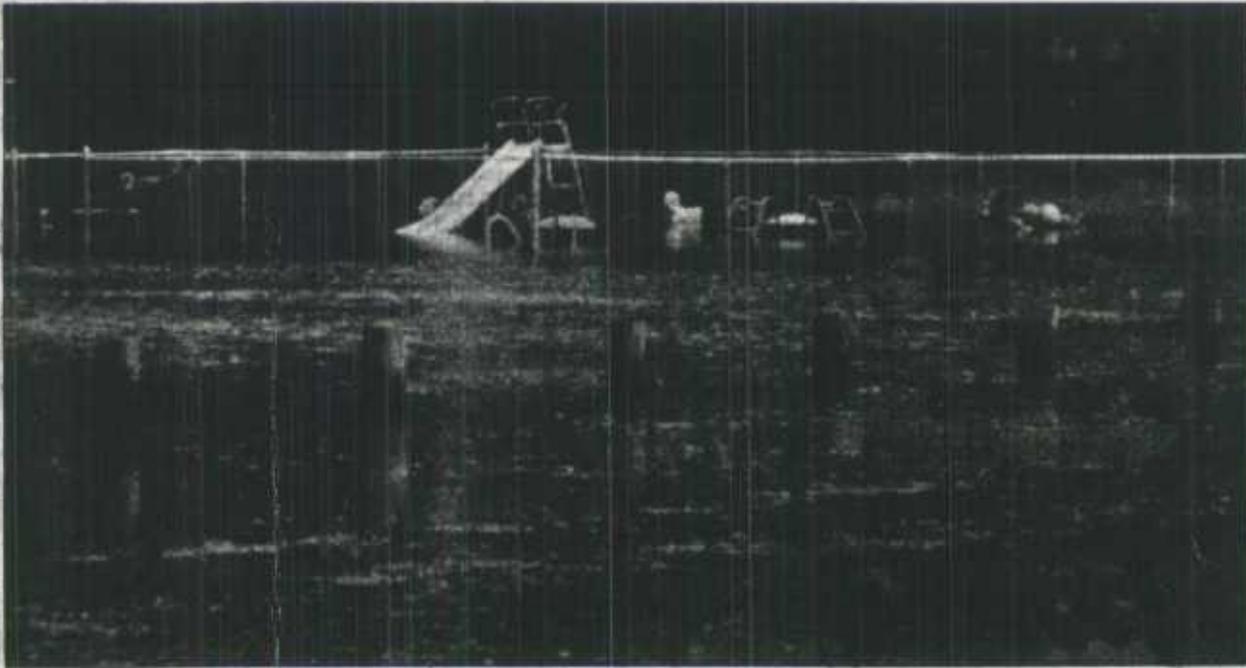


PHOTO BY ART BALTRONSKY

Showell Park on Route 589 in Worcester County lies under several feet of water after heavy rains.

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paired, said Donnie Drewer, State Highways Administration district engineer for Worcester County. In other cases, the shoulders of roads have been washed away but the roads will be passable once the water recedes, he said.

Three bridges on state highways were affected by the flooding, Mr. Drewer said. Although none was washed out, the roads approaching all three are severely damaged, and state inspectors are examining them for possible structural damage.

The National Weather Service office at Baltimore-Washington International Airport said the storm was "a small nor'easter" caused by a low-pressure area that formed off the North Carolina-Virginia coast about 8 p.m. and moved along the coast.

The storm moved slowly because a high-pressure area sitting off the New England coast impeded it and allowed the large quantity of rain to fall on Worcester County.

In Sussex County in southern Delaware, flooding also shut down several major roads, state police in Lewes said.

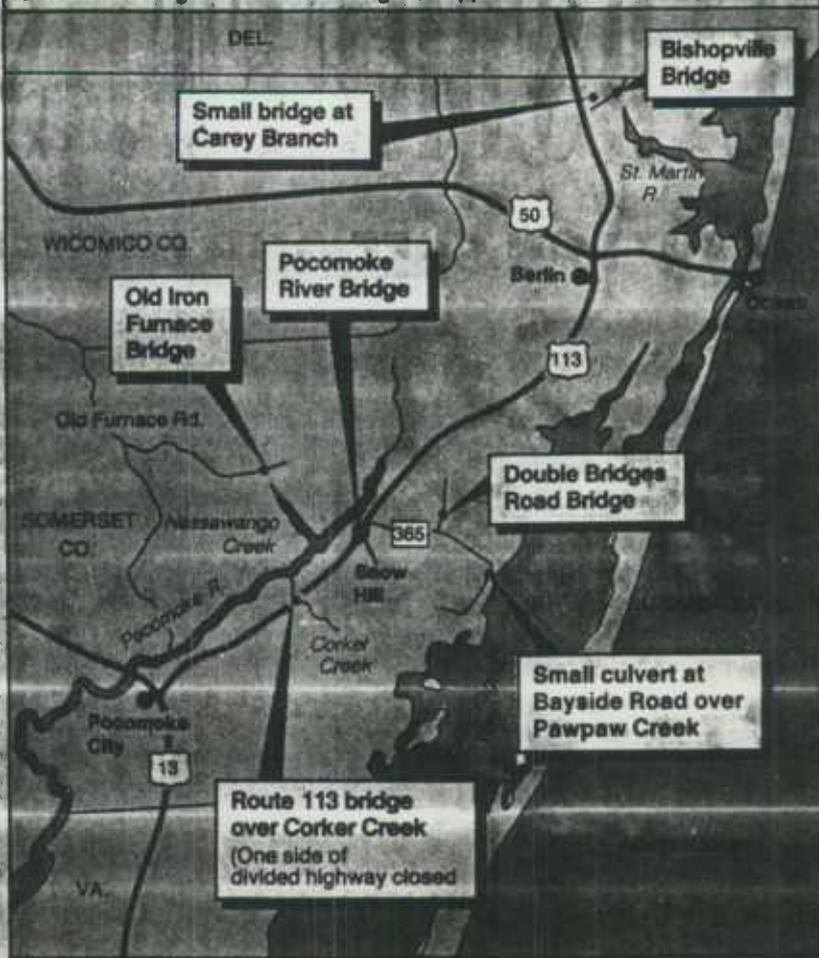
Closed indefinitely were Route 113 from Millsboro to Selbyville, Route 54 from Selbyville to Fenwick Island and Route 17 from Selbyville to Clarksville, police said.

Nine small bridges in the county also were out, police said.

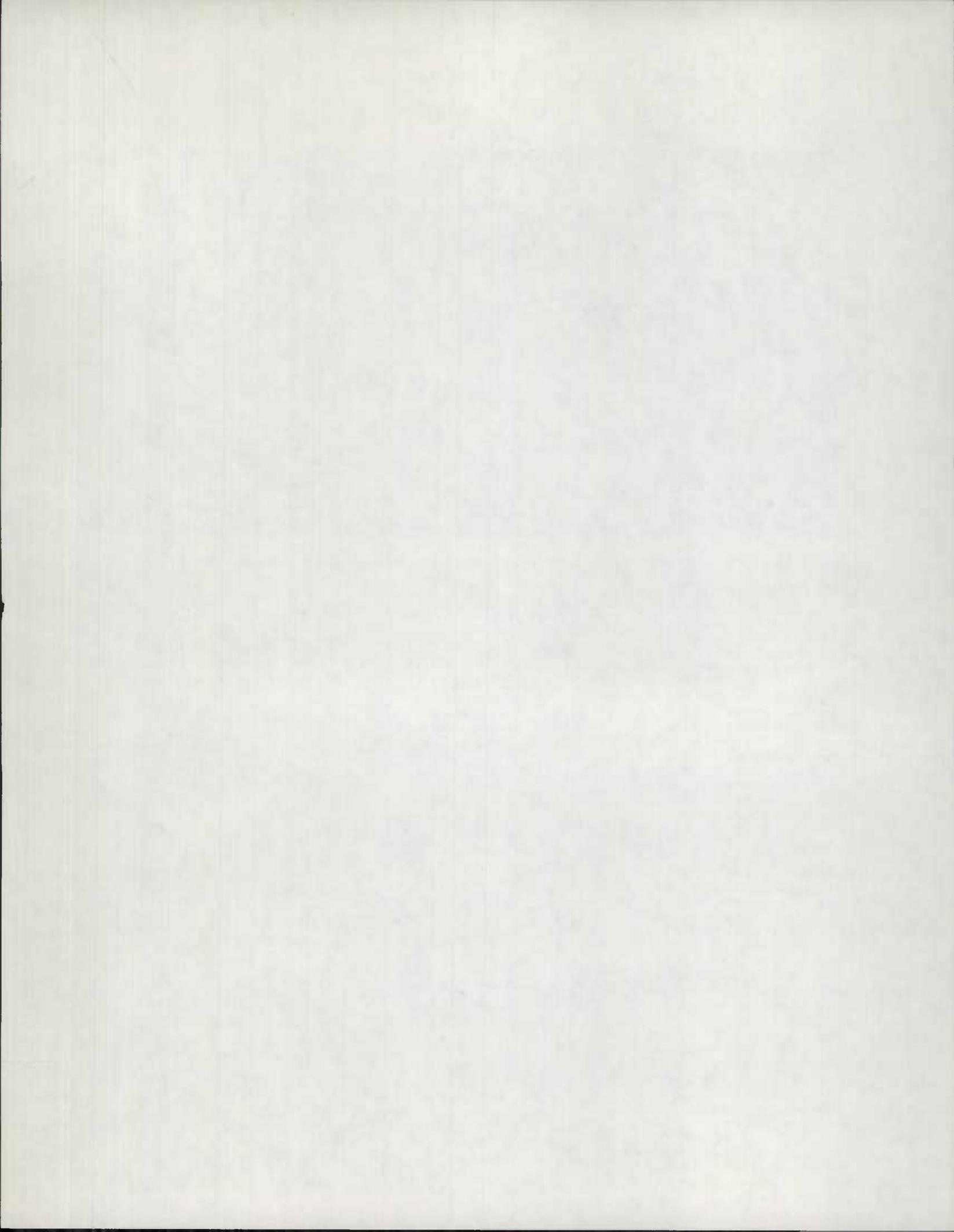
Reporters Doug Birch, Robert A. Erlandson and Ursula Wiljanen of The Sun's metro staff contributed to this article.

Bridges out in Worcester County

Sites where bridges have been damaged or approaches flooded



SUN GRAPHICS



estimated construction cost is in excess of \$50 million and the total distance is about four miles.

Design work for the bypass will include design of the roadway, bridges, stormwater management, drainage, right-of-way requirements, traffic signing, lighting, signalization, wetland mitigation and studies as necessary to complete the product. The bypass will be designed for a design speed of 70 miles per hour with crossing roadways designed for 40 miles per hours.

DAILY RECORD

6/20/89

WORCESTER

Pocomoke River bridge to reopen this week for traffic

The State Highway Administration reported this week that the Pocomoke River Bridge will reopen either some time Thursday or early Friday morning after almost 10 months of closure following the collapse of a span August 17, 1988. According to Donnie Drewer, asst. district engineer, the work is supposed to be completed at some point on Thursday. The total cost of the work on the bridge will be approximately \$3 million.

Also Pocomoke's City Manager Russell W. Blake reported that the traffic flow on Second Street from Market to Linden Ave. will be reversed some time Wednesday. The direction was changed last year after the bridge collapse to make it easier for people to get to the downtown area.

Drewer said that this week's opening will just affect automobiles and not marine traffic since the draw can not be raised at this time except in an emergency. He said that the target date for marine traffic is a week from Friday. He added that the bridge will be raised manually from 8 a.m. to 4 p.m. on Saturday, June 24, if the work is not completed at that time. That is the date of the Cypress Festival.

A celebration to mark the opening has been set for June 29 at which many state and area officials, including Gov. William Donald Schaefer, will be on hand.

When the bridge first collapsed the target date for the repair and opening was within 10 weeks.

However, that was just for the construction of a span to replace the one collapsed. At the suggestion of the State Highway Administration it was decided to replace both spans leading to the draw portion which would make the appearance as close as possible to the original bridge. This moved the completion date to

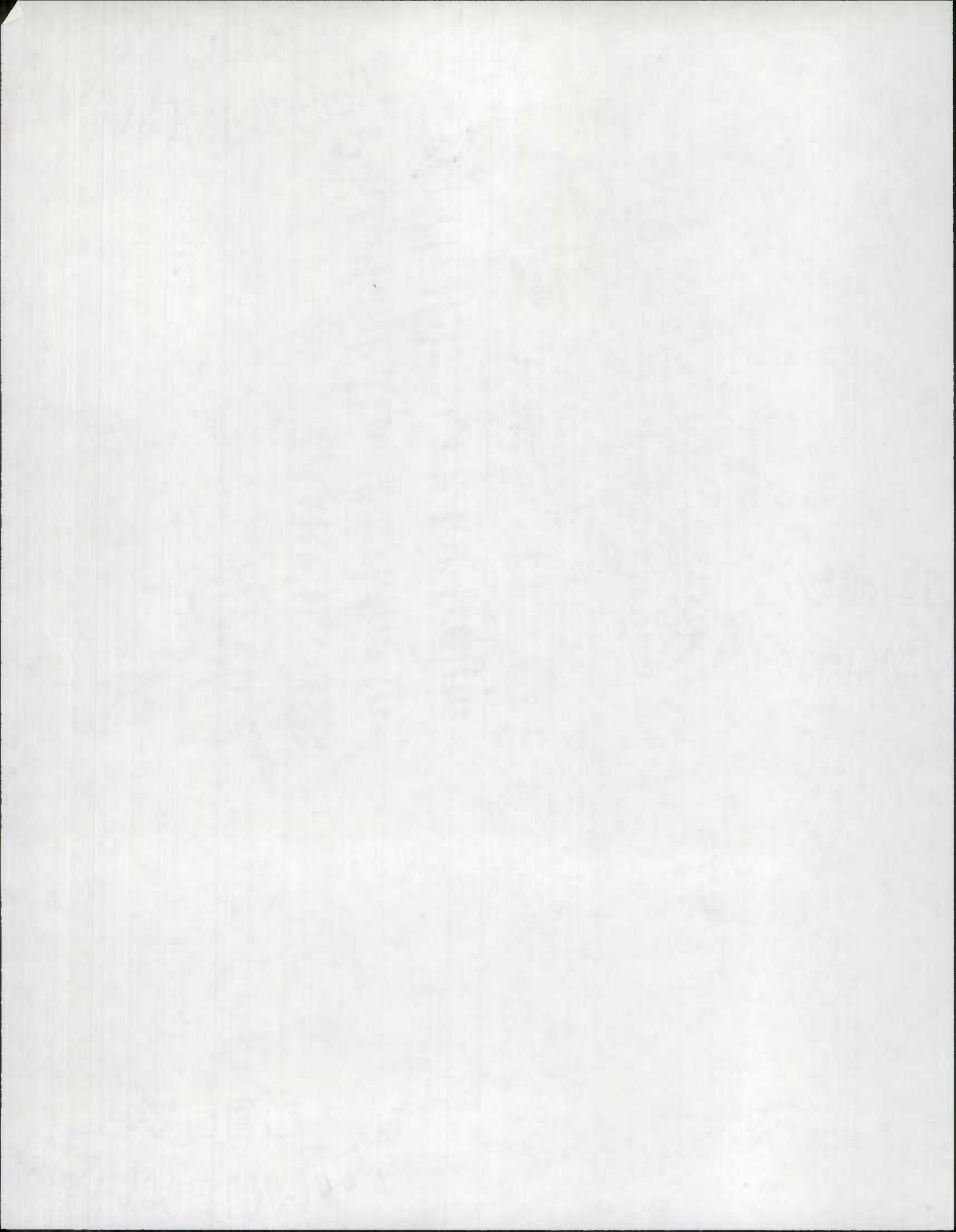
March 15.

Early this year it was found that the piling for the draw span was suspect creating a need for additional work on that portion, adding to the cost and the time involved. Because of this work the completion date was moved up again this time to June 15.

MESSENGER

6/15/89

13



ALLEGANY COUNTY

Work Continuing To Complete Projects On National Freeway

By CHUCK BIEDKA
Times-News Writer

After winter-restricted schedules, construction crews are continuing projects to complete the National Freeway's missing link between Wolfe Mill, just east of Cumberland, to M.V. Smith Road.

Geupel Construction Company is completing the Christie Road to Hinkle Road portion of the project.

The project involves the upgrading of .98 miles of existing Route 40 to freeway standards. To do that, construction crews will install one dual-lane, 850-foot-long steel girder bridge, four box or arch culverts and retaining walls as well as installing lights, signs, drainage and doing landscaping.

Work on the bridge near the Baltimore Pike Fire Hall has closed the right shoulder of the road on the eastbound lane and the right lane is closed on the westbound lane from Hinkle Road.

At Hinkle Road, eastbound traffic is switched to the westbound roadway by way of a median crossover.

Route 40, eastbound from Hinkle Road to Miller's Garage, is now a two-lane service road.

All traffic from Hinkle Road and the service road must turn east.

Westbound traffic may make a U-turn at Rocky Gap State Park.

The Christie Road to Hinkle Road project started April 26, 1988.

The section is expected to be completed in July 1991.

Since April 23, 1988, Trumbull Construction has been working on the Hinkle Road to Dolly Road segment. A September 1991 completion date is expected.

The project involves upgrading Route 40 to freeway standards as well as constructing about 5.2 miles of new road.

The section specifies one full and one partial interchange, culverts and lighting, signing, landscaping and drainage.

Crews are currently working on the bridge at the entrance to Rocky Gap State Park.

The right lane of the westbound lane, east of Martin's Mountain, and the eastbound roadway west of Martin's Mountain, will remain closed on Monday morning through Thursday afternoon because of daytime blasting and nighttime excavation near the roadway.

A traffic crossover is in effect from Hinkle Road to east of Miller's Garage. As a result, there is two-way traffic on the westbound roadway.

Rocky Gap Road is closed at Route 40. The alternate access route is by way of Mount Pleasant and Old Hancock roads.

Street Road is also closed at Route 48.

Geupel Construction Company is working on the Cumber-

land Road to Davis Road section of Route 48.

The project, which began Aug. 26, 1988, involves the reconstruction of Route 48 and Scenic Route 40 from the east of Cumberland Road to west of Davis Road.

About 2,000 feet of Pratt Hollow Stream will be relocated.

The project will also involve construction of a three-span continuous steel girder bridge and three smaller structures.

Crews are currently installing berm ditches, retaining walls and clearing and grubbing.

Excavation is being done on both sides of the road and the State Highway Administration says motorists should exercise extra caution.

The Davis Road to Old Cumberland Road section is a no passing zone and there will be a nighttime truck crossing just west of Mike's Inn.

Brief traffic delays are possible at Route 40.

Vecellio & Grogan is the contractor for the Dolly Road to Old Cumberland Road project.

Work started Aug. 2, 1988 and is expected to be completed in September 1991.

It calls for the upgrading of Route 40 to freeway standards and construction of about 5.57-miles of road from Dolly Road to east of Old Cumberland Road.

Work Continuing

(Continued From Page 9)

The work includes 17 bridges and culverts, retaining walls, signing, landscaping, drainage and stream relocation.

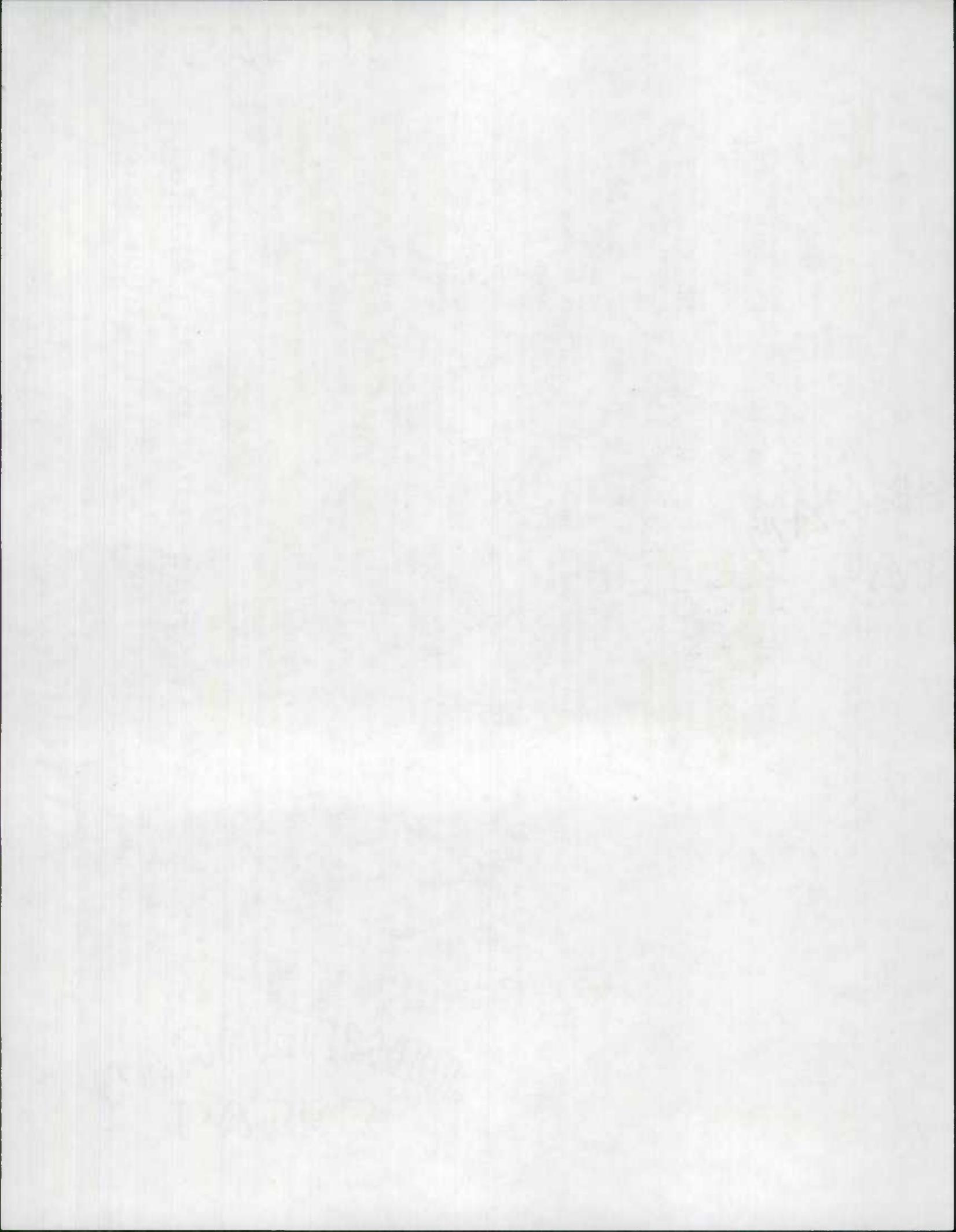
Crews are constructing the Route 48 bridges over Flintstone Creek. Blasting has begun at a portion of Polish Mountain adjacent to Route 40. Traffic delays are possible.

S.J. Groves & Sons Company, Inc. is the contractor for the Davis Road to M.V. Smith Road.

The project formally started July 15, 1987 and completion is expected by January of 1990.

Two interchanges — one at Fifteen Mile Creek and one at M.V. Smith Road — are specified in the scope of the project as are four bridges, four culverts, retaining walls, signing, stream relocation, landscaping and relocation of a park ranger's office and maintenance facility.

Times-News 3/27/89

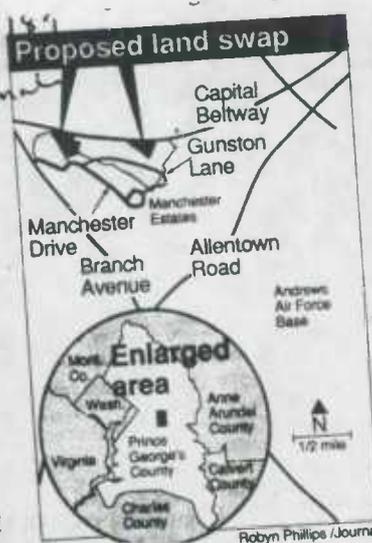


planners were discussing the widening the Beltway and were to the day when a second, highway bypass would be

"Some people used to go on a day or weekend drive just to see it. It was sort of a social thing to do," he said. "People would ask, 'How long

"It really is not an interstate highway," Mr. Marbourg said. "It looks like an interstate highway."

couldn't have the house in



Prince Georges Journal
8/16/89

Bowie Blade 8/10/89

Twisting and turning along the new Route 197

By MICHELLE NELSON
Staff Writer

When the Beatles sang of the long and winding road, they very well could have meant Route 197.

But the roadway is in the midst of being widened and rerouted to bypass Old Bowie, and half of the project is scheduled for completion by winter.

A new Route 197, beginning just past Rockledge Elementary School, is being rerouted north to link up with Jericho Park Road near Bowie State University and the Amtrak railroad tracks, explained Peggy Blank, a project engineer for the State Highway Administration who works on site in Bowie.

From Rockledge Elementary to the Disabled American Veterans post, the road is being widened from two lanes to four lanes with a median strip. At the DAV post, a new four-lane road is being constructed to meet with an improved Jericho Park Road.

Fred Wilson, chief of the construction section within the county's Department of Public Works and Transportation, said that Jericho Park Road's two lanes will be widened to 24 feet and 10-foot shoulders will be added all the way to where it intersects with the

existing Route 197 near the Patuxent Wildlife Research Center.

Construction of the new segment of Route 197, from the school to where it meets with Jericho Park Road, is being handled by the State Highway Administration. The \$4.36 million project was started in March 1988.

Uncooperative weather has set the project back two to three months, Blank said.

"We were hoping to be out of here by September," she said, but the target date for completion has been moved to late this year. Each time it rains, crews have to wait for the dirt to dry out before they attempt to move it.

The project necessitated the closing of the entrance to Rustic Hill Drive at Route 197 about two weeks ago. Blank said the entrance will remain closed for approximately two months, and in the meantime drivers can take Rockledge Drive and follow detour signs through the section to reach Rustic Hill.

No other roads will be closed during construction, she said. Traffic, however, is commonly stopped for a few minutes at a time in alternating directions on Route 197 while crews are working on the new road.

"Significant work" on the county portion — the Jericho Park Road improvements — is set to get underway within the week, Wilson said. The 1.3 section of road will be realigned in the one-year project, scheduled for completion in August 1990.

The county has hired the Driggs Corp. of Capitol Heights for the \$2.2 million project, he said. Just this week, the company started moving in equipment.

The contractor is responsible to keep traffic moving through the area, Wilson noted, but it may be necessary to travel at slower speeds at times. Traffic may also be stopped temporarily while work is underway.

According to Blank, "the main purpose of rerouting Route 197 is to get all the traffic off that bridge in Old Bowie."

By using the new, relocated Route 197, motorists traveling between Bowie and Laurel will have a quicker, straighter route.

Although the state portion of the new road will be completed long before the county's portion, drivers will be able to use the new route if they so desire, Blank said.

Joe Meinert, a planner for the city of Bowie, said Jericho Park Road, which is currently under the county's jurisdiction, will become the state's responsibility when the project is completed.

It has not yet been determined what the Old Bowie segment of Route 197 will be named once the new road is finished, he said.

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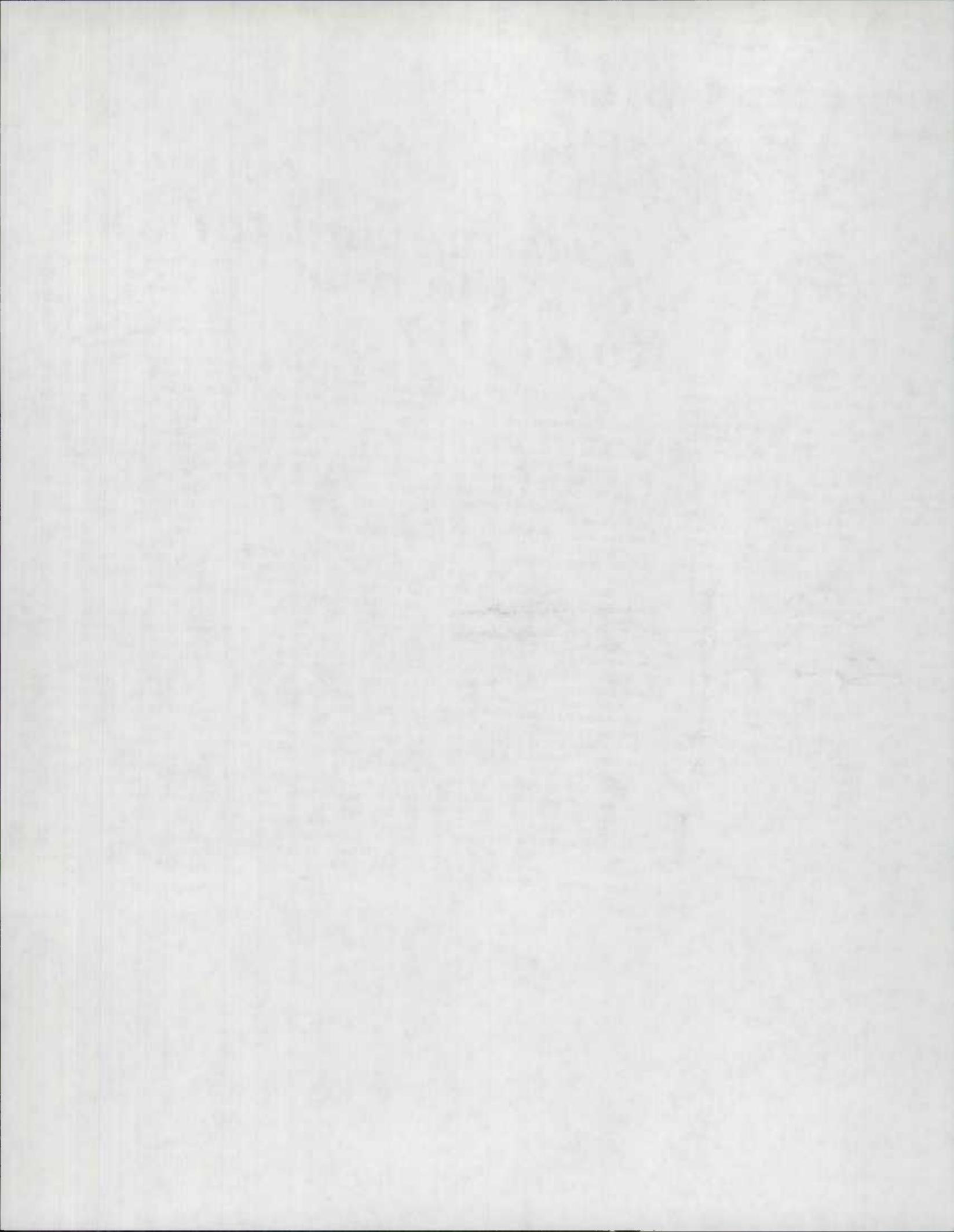
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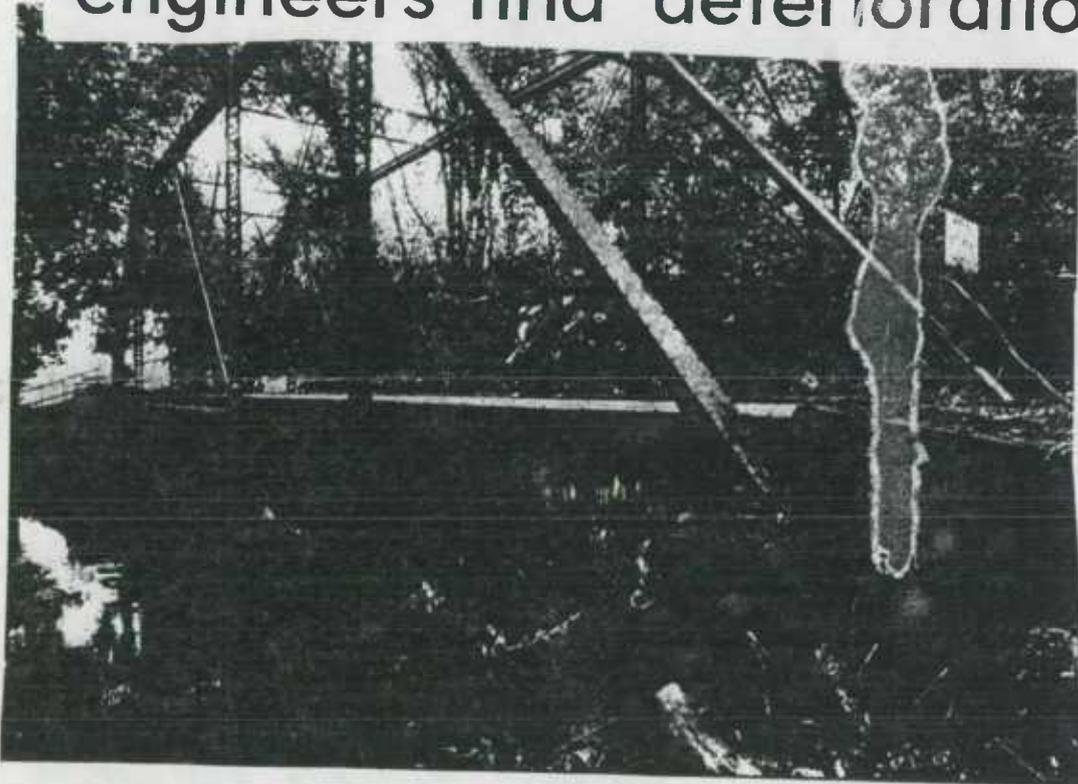
Increased citizen complaints to the above agencies may help alleviate the problem, too.

different sources in one day caused a real stir.
Rescue Fire Co. is a volunteer fire company, not a paid one. The ambulance

any case, please leave telephone numbers for day and evening in case more information is needed to answer your question. Action Line cannot help with legal problems.

FREDERICK COUNTY

* Stevens Road Bridge closed; engineers find 'deterioration'



Staff photo by Mark Crummet

State Highway Administration workers putting up barricades blocking traffic over this bridge on Stevens Road said bridge inspectors cited this cracked abutment as the reason for its closing.

1A

By LINDA JOY
News-Post Staff

Stevens Road Bridge near Creagerstown was closed to traffic Friday, after Frederick County engineers found that parts of the aging structure were deteriorating.

"The problem is we have some deterioration at the bearings," explained Alan Hudak, senior engineer for Frederick County. "Any time you close it, you're closing it for a concern with safety."

The bridge is on Stevens Road, east of Creagerstown, on the northern side of the county. Stevens Road runs between Wilhide Road and Old Frederick Road.

The county had been planning to replace it in 1995. The county Capital Improvements Program allotted \$200,000 for design and construction of a new bridge between 1993 and 1995.

"Now that it is out of service that decision will have to be revisited,"

said Frederick County Administrative Officer Peter Eckel. The engineering department will present options for repair or replacement of the old bridge to the county commissioners on Monday, Aug. 21.

The length of time the bridge is closed will depend on whether the commissioners decide to fix the old structure or replace it with a new bridge. Mr. Hudak said, "We just don't have a time frame developed."

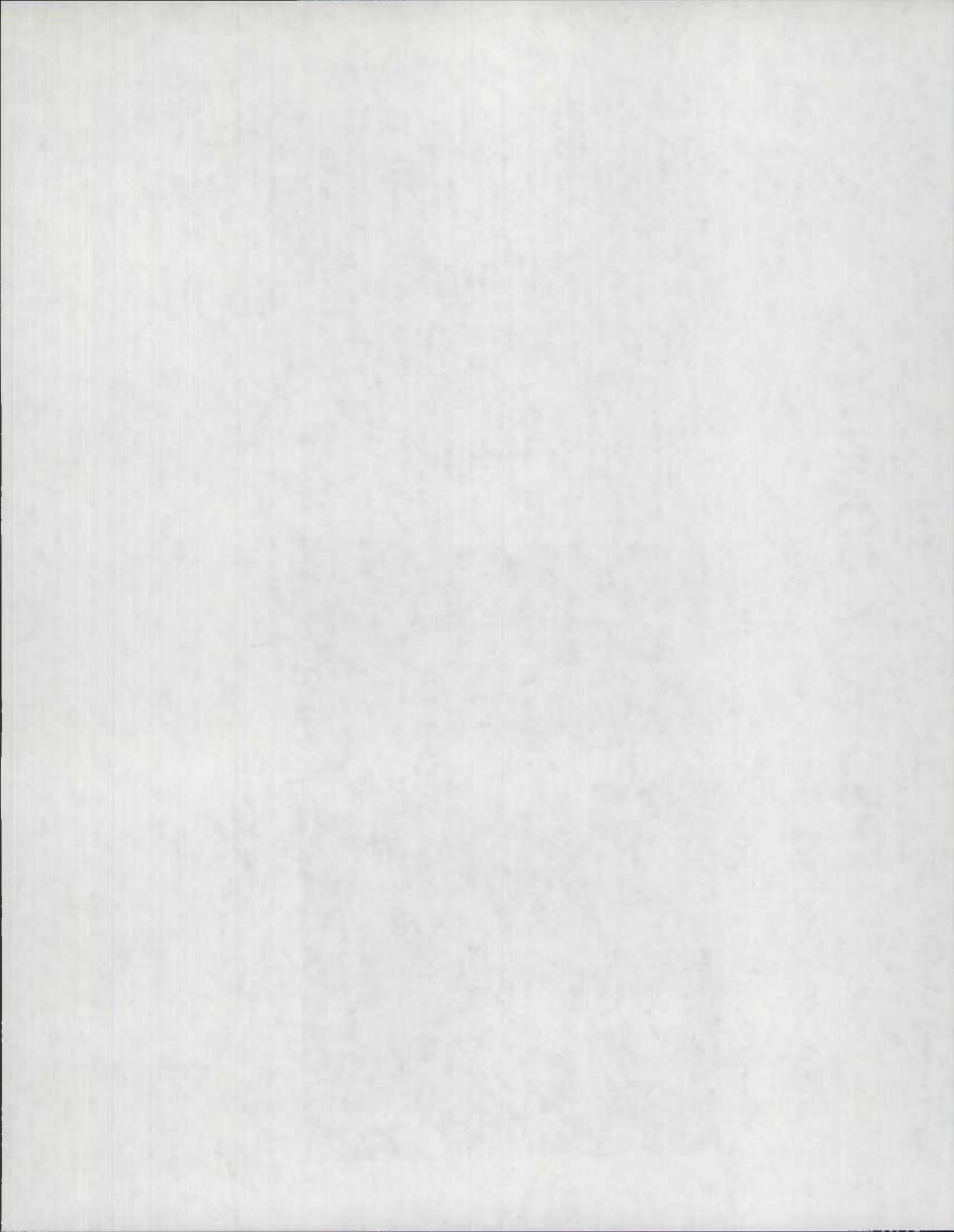
An average of 11 people per day cross the one-lane bridge over Hunting Creek in a rural section of the county. It was built around the turn of the century with overhead trusses. "Based on the information we have, it doesn't appear to be a heavily traveled road," Mr. Hudak said.

However, Mr. Eckel said the link is critical for a farmer who has fields on either side of the bridge. Without the bridge, he will have to take a round about detour.

County engineers discovered that bridge bearings and an abutment were wearing down during a recent inspection, Mr. Hudak said. The abutment is the stone or concrete base that the bridge rests on, Mr. Hudak explained. The bearings connect the trusses to the abutment and allow for expansion during temperature changes.

Drivers can find alternate routes between Wilhide Road and Old Frederick Road via Black's Mill Road or Lewistown Road.

News
8/12/89



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GENERAL con't



BY THE KLEMENS FOR THE WASHINGTON POST
9:34: traffic stalled, drivers fuming.

hose recommendations are controversial and expensive. The Virginia State Police, for instance, object to adding the shoulder as a fifth lane because they say it is needed for breakdowns. On the other hand, said Morris J. Rothenberg, unless a fifth lane is tacked on, "nothing will be done on the Virginia side of the highway for a long time."

Expanding Virginia's part of the highway, in some areas, requires purchasing new right of way, building bridges and adjusting interchanges—a costly proposition. It is important, it would add to the pressure to widen arterial roads such as I-66 and Route 7 that would back up with vehicles waiting to get onto a roomier Beltway, some planners.

Virginia and Maryland officials see some solutions to the Beltway mess, such as enlarging the Wilson Bridge, which on July 14 carried a record 181,000 vehicles. This month, the states joined the District and federal officials in starting a yearlong international design competition aimed at coming

up with a new configuration for the six-lane bridge, which carries I-95 between Alexandria and Prince George's County. Many engineers said a double-deck bridge was impossible; the Virginia consultant may suggest building a second bridge next to the existing one.

Besides having two fewer lanes than the rest of the Beltway, the Wilson Bridge is the only federally owned drawbridge on the interstate system, opening an average of once a day and stopping traffic.

"If we had our druthers, we'd like to see the drawbridge eliminated," said George Schoene, chief traffic engineer for the District, which operates the drawbridge.

There are other proposals for the future Beltway. The states are teaming up this fall in a \$1 million campaign urging people to stop driving aggressively on the Beltway.

Also this fall, the conclusions of a \$1 million study of an eastern and western bypass are expected to be announced. Many officials see the bypasses as one way to divert through traffic, especially trucks, from the Beltway.

Ultimately, some officials said, more investment in mass transit, especially between suburbs, is the only way out of the Beltway morass.

Glendening said: "If we continue to let things go as they are, building a lane here and there and other stopgap measures, I believe the Beltway will be at a standstill. We somehow or other have to get a lot of people off the Beltway. There should be an extraordinary expansion of mass transit."

Even if everyone's wish came true, no one is predicting that the Beltway's next 25 years will be any smoother. The dynamics of growth in the region virtually guarantee that the Beltway always will be crowded and hazardous, requiring constant attention.

"Unfortunately, I don't see, despite all these best measures, a congestion-free Beltway," said Maryland highway chief Hal Kassoff. "I see the possibility of better managing it and coping with it, but I don't see a Beltway that is 100 percent free-flowing 24 hours a day."

KEY DATES IN BELTWAY HISTORY

- **1928:** National Capital Park and Planning Commission presents a plan to Congress for a "bypass" around Washington. The planners propose a series of roads ringing the metropolitan area, but there's a gap—no bridge between Alexandria and Oxon Hill. Congress rejects it, but the plan becomes known as the Beltway's granddaddy.
 - **April 1950:** A "Cross County Loop"—or Beltway—appears on a regional planning map for the first time.
 - **March 1951:** The commission releases plans for three "ring roads": one about 1½ miles from the White House; one as an intermediate ring; the third, about 11 miles out.
 - **October 1953:** The commission endorses the idea of a circumferential highway.
 - **March 1954:** Legislative and planning leaders from Maryland, Virginia and the District meet to discuss financing and alignment issues.
 - **1955:** The federal government approves construction of the Beltway. Through the federal highway assistance act, the federal government agrees to pay 90 percent of the projected \$190 million cost of the interstate highway project.
 - **October 1957:** The first completed portion of the Beltway is opened— from Route 355 to Connecticut Avenue in Maryland. The road—called the Intercounty Belt Freeway at the time—is torn up in September 1963 for not meeting federal interstate standards.
 - **1958:** Construction begins in Fairfax County.
 - **1959:** The 64-mile highway is named the Capitol Beltway. It is changed to the Capital Beltway the next year to differentiate between the Capitol building and the capital city.
 - **December 1961:** Virginia opens its first section of the Beltway—an eight-mile stretch between Route 50 and Shirley Highway in Fairfax County.
 - **1962:** Maryland opens the section between Georgia Avenue and University Boulevard.
 - **April 2, 1964:** A 22-mile section between the Cabin John Bridge and the Woodrow Wilson Bridge opens in Virginia.
 - **Aug. 17, 1964:** Maryland Gov. J. Millard Tawes christens the 41.6-mile section in Maryland, completing the loop around the District.
 - **April 1974:** A two-year construction project is begun to widen the Virginia section to eight lanes.
 - **June 1975:** Virginia highway officials plan for wooden and concrete noise-abatement barriers.
 - **1988-89:** Maryland State Highway Administration works on large-scale widening and interchange improvements. Projected completion date: 1991.
- SOURCES: Develop Outer Interstate Thruway Coalition, Washington Post files

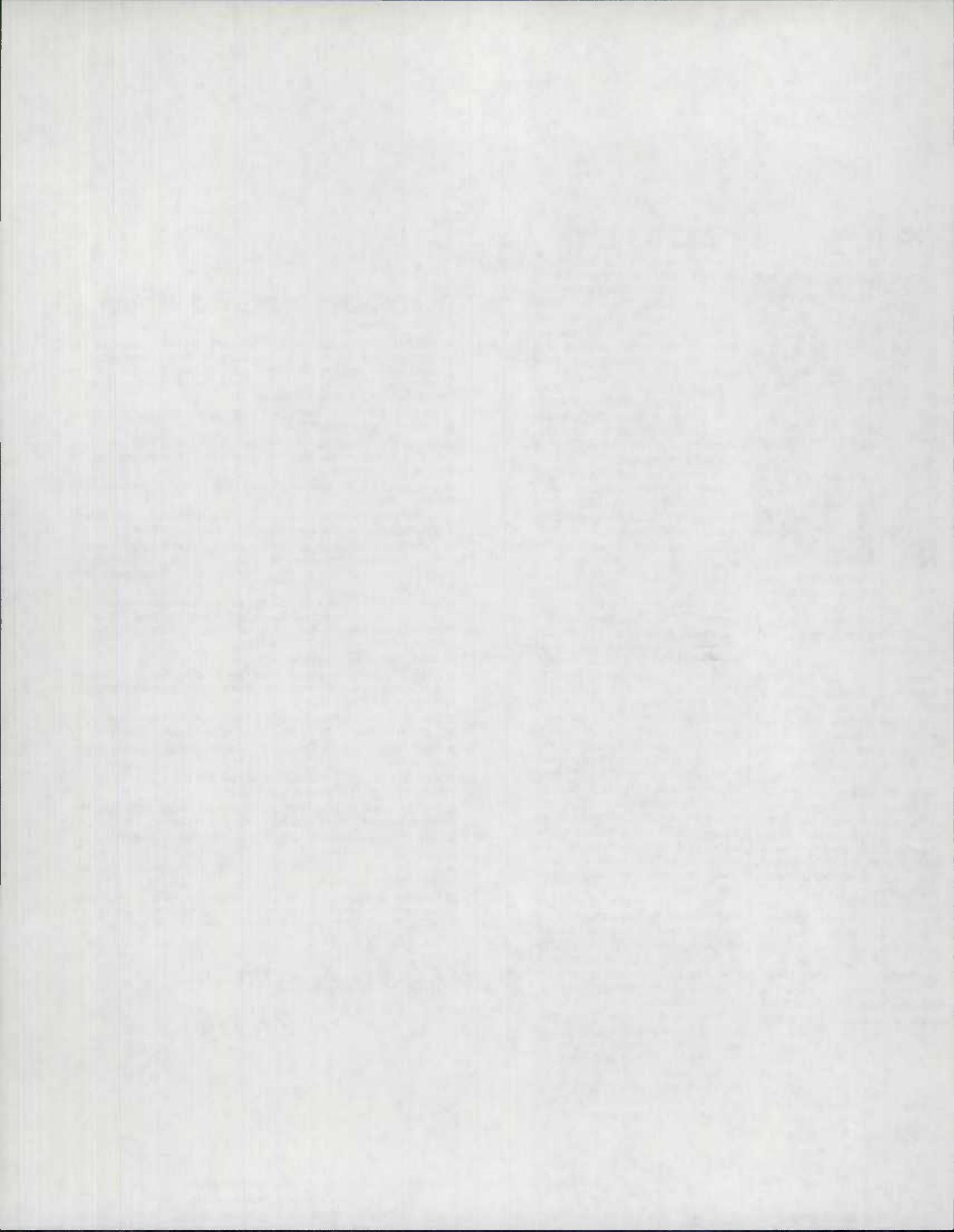
Washington Times
8/17/89

public hearings in January and February of next year.

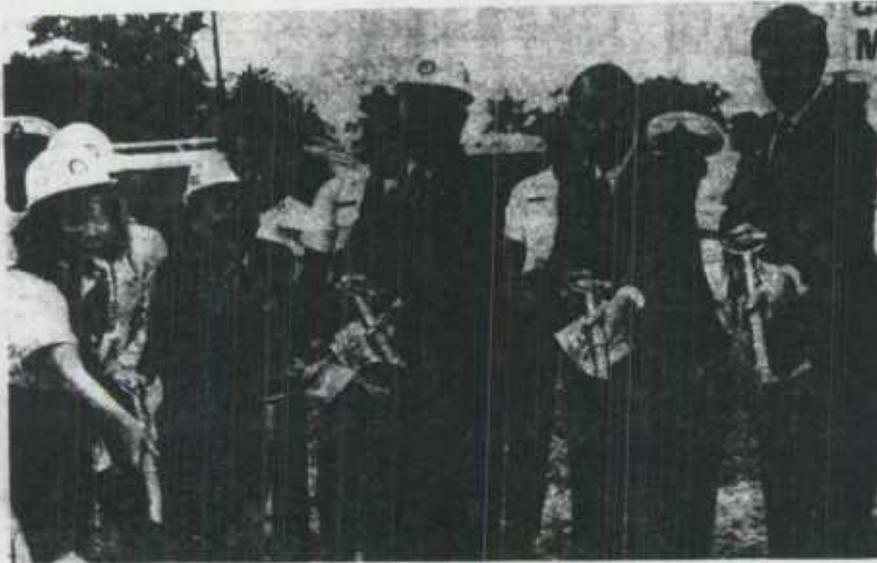
Neil Pederson, director of planning

visors, which vehemently opposes a bypass running through its county, Waddell favors the construction of both

Observations



PRINCE GEORGE'S COUNTY



From left to right, Anne Healy, Del. Richard Palumbo, Gov. William Donald Schaefer, Mayor Tom Bass and County Executive Parris Glendening break ground for the new Hyattsville Municipal Building.

Pr. George's
Post
8-31-89

Governor Celebrates in Hyattsville

By Lawrence Dwayne Purper
Prince George's Post staff writer

Amid much celebration, Governor William Donald Schaefer visited Hyattsville Tuesday morning to officiate ceremonies involving the tape-cutting of the new alternate Route 1 bridge and the groundbreaking of the

new Hyattsville Municipal Center.

The governor, along with several officials including County Executive Parris N. Glendening, Rep. Steny H. Hoyer, and Hyattsville Mayor Thomas L. Bass, began his visit at The Castle Restaurant, 5340 Balti-

more Avenue, greeted by members of the Northwestern High School cheerleaders and honor guard.

After a short tour and breakfast at the restaurant, the entourage walked the two blocks south to the site of the new alternate

See Bridge, Page 8

Bridge

from page 1

Route 1 bridge, where the governor was presented with the key to Hyattsville by Mayor Bass.

"Time and traffic has taken a toll on the bridge," Mayor Bass said of the original 60-year-old structure, "but it has served the people. It's the cooperation between the state, county and individual businesses that has made this [new bridge] possible."

Replacing the old Hyattsville bridge built in 1929, the 400-foot structure cost \$7 million and was built by Hyattsville-based McLean Contracting, around the continuous flow of traffic.

"It was important that we maintained traffic," said State Highway Administrator Hal Kassoff. "We literally built the bridge piece by piece in half sections."

According to Glendening, the celebrated developments are only a part of the ongoing Hyattsville improvements totalling nearly \$125 million and including the West Hyattsville Metro, a new Justice Center, an underground parking garage and renovations at Melrose Park.

Governor Schaefer compared the improvements in Hyattsville to the revitalization of the Inner Harbor in Baltimore, emphasizing the enthusiasm for the projects by the community itself.

"I wish we could trade places right now," said the nostalgic governor to Mayor Bass.

Schaefer also stressed the need for local businesses to form an "association" to invest in the continued vitality of their communities.

The ceremonies also included the announcement of the sale of the adjacent land to the city for the development of the Hyattsville Centennial Memorial Park.

Because of legal requirements, the state had to charge the city \$35,000 for the small parcel at the Route 1 entrance of the bridge, but the governor said he intended to donate the land and will return the money through another process.

After the ribbon-cutting, the group continued the walking tour to the site of the new Hyattsville municipal center after an impromptu stop by Schaefer at the local hardware store.

The municipal building, one block from Route 1 on Gallatin Road, will cost approximately \$3 million to build, financed by bond issue.

According to Hyattsville

Assistant City Administrator Marge Wolf, the current fragmented city government will be more easily coordinated within the new municipal center.

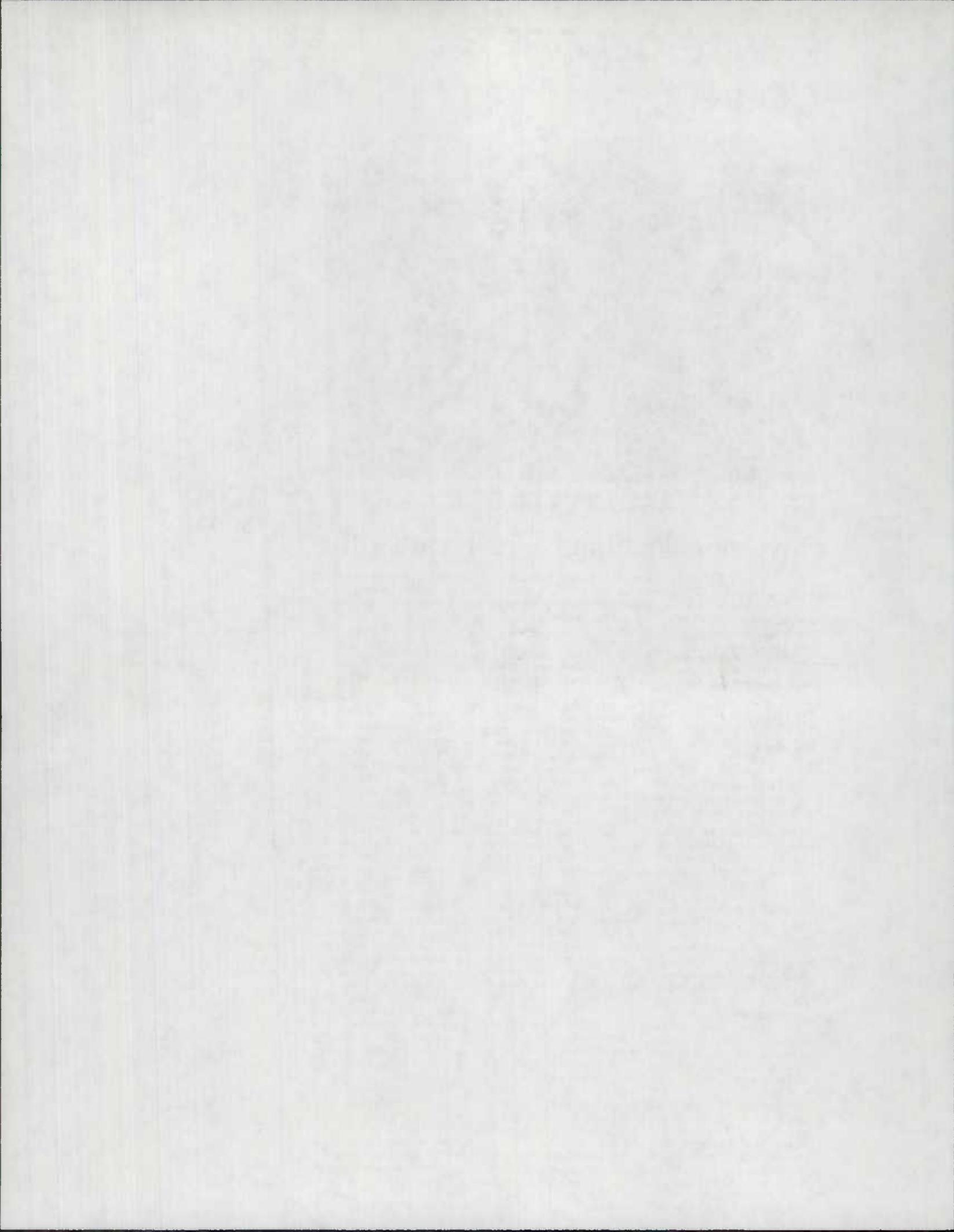
The building itself will house the mayoral and city council offices, the police department, the city clerk's office and the code enforcement unit. A library, a multi-purpose center and a police parking lot will also be included in the 30,000 square foot development expected to be completed by the end of this year.

To keep the atmosphere of the community intact, the municipal building will be architecturally similar to the city post office across the street, using the same brick and windows, and will also feature a clock tower.

"Not only are we dedicating the bridge, but this dedication of the municipal center recognizes that Hyattsville is...here to grow," said Rep. Hoyer, praised by Schaefer for his role in funding the Metro.

Glendening stressed that the older communities are not necessarily the forgotten communities, calling Hyattsville and the surrounding area "the heart of Prince George's County."

"It's really these communities, the older ones, that are close," Glendening said. "People live here and stay here for 50 or 60 years."



Route 648 and Dorsey Road, said Lt. Gary Scheckells, fire department spokesman.

Dorsey Road at the intersection of Baltimore-Annapolis Boulevard was closed from 1:30 a.m. to 9:20 a.m., with most residents utilizing Central Avenue between Dorsey Road and Crain Highway during rush hour traffic this morning, said Marty Knecht, spokesman for the State Highway Administration, which closed the road. "The stream rose up due to the heavy rains," Knecht said. "With that volume of water, Sawmill Creek just overflowed."

The National Weather Service at Baltimore-Washington International Airport reported 2.60 inches of rain in the 90-minute period between 10 and 11:30 p.m. "We

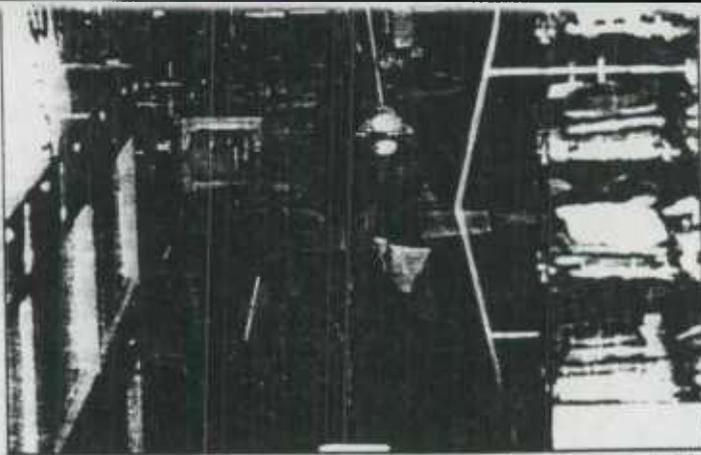


Photo by Wee Ruelier

Worker vacuums up water in Harundale Mail store after Monday night's heavy rain.

according to county officials. The two, whose names were not available this morning, were staying with friends, said Primus Richardson, director of county Office of Emergency Management.

The county was heading for a record dry month before Monday night's storms, said Newcomb. The total rainfall for the month is 3.37 inches, with the normal rainfall for August averaging in at 4.62 inches.

Newcomb predicted the next few days to be slightly cooler, with chances for thunderstorms through this afternoon. The temperature should hover in the low-to mid-eighties, cooling off into the 70's as a mild cool front passes through the area.

Capital 8-28-89

Route 50: What's in a name?

By PETER KHOURY
Staff Writer

Road construction can cause backups and frustration, but it also can be just plain confusing. Take Route 50, for example.

The 20-mile stretch of the highway that is being upgraded between the Capital Beltway and Rowe Boulevard was to be called Interstate 68.

But officials have now decided that the I-68 designation will go to Western Maryland, where Route 48 is being upgraded to interstate standards.

Interstate 595 recently began appearing on documents and published reports as the name that Route 50 will take when it is upgraded.

But I-595 is considered a "secondary designation," with Route 50 remaining the primary designation for the road, Diane Levero of the State Highway Administration said last week.

When signs will go up with that secondary designation is not yet clear, she said.

"What we're doing now is

calling it U.S. 50 to make it simple," Ms. Levero said.

But to confuse matters, not all the portions of U.S. 50 that are being upgraded to six lanes — three east, three west — will carry an interstate designation.

The 20 miles from Rowe Boulevard to Queenstown will remain just Route 50. That decision has to do with the source of federal funds being used to upgrade the road.

If all of this isn't confusing enough, consider that Route 50 is really Route 50/301 from just west of the Prince George's County line to Queenstown in Queen Anne's County.

Also, Route 50 is also Route 2 from the Parole exit near Annapolis to the other side of the new Severn River Bridge.

Does this mean that section will then become Route 50/301/I-595/Route 2?

And what happens if they decide to run the proposed Eastern Bypass along Route 50? Maybe it's best, as Ms. Levero said, to "keep it simple."

Capital 8-3

Commission listens to residents' complaints; considering

By ANDREA WATTERS
Kent Island Staff Writer

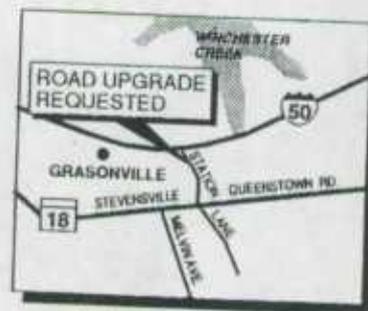
When it rains, Roland Miller's front step is nearly submerged.

Miller, a property owner on Station Lane in Grasonville, wants the county to install curbs and gutters along Station Lane, like the county did along Perrys Corner Road.

The road slopes toward Miller's property and away from the drainage ditches lying to the west.

Miller and his neighbor Harold Chance met with the Board of Commissioners last week to complain about drainage and traffic along Station Lane.

Station Lane intersects Route 50 in between the two Grasonville traffic lights and provides a popular short cut for hurried motorists and truck

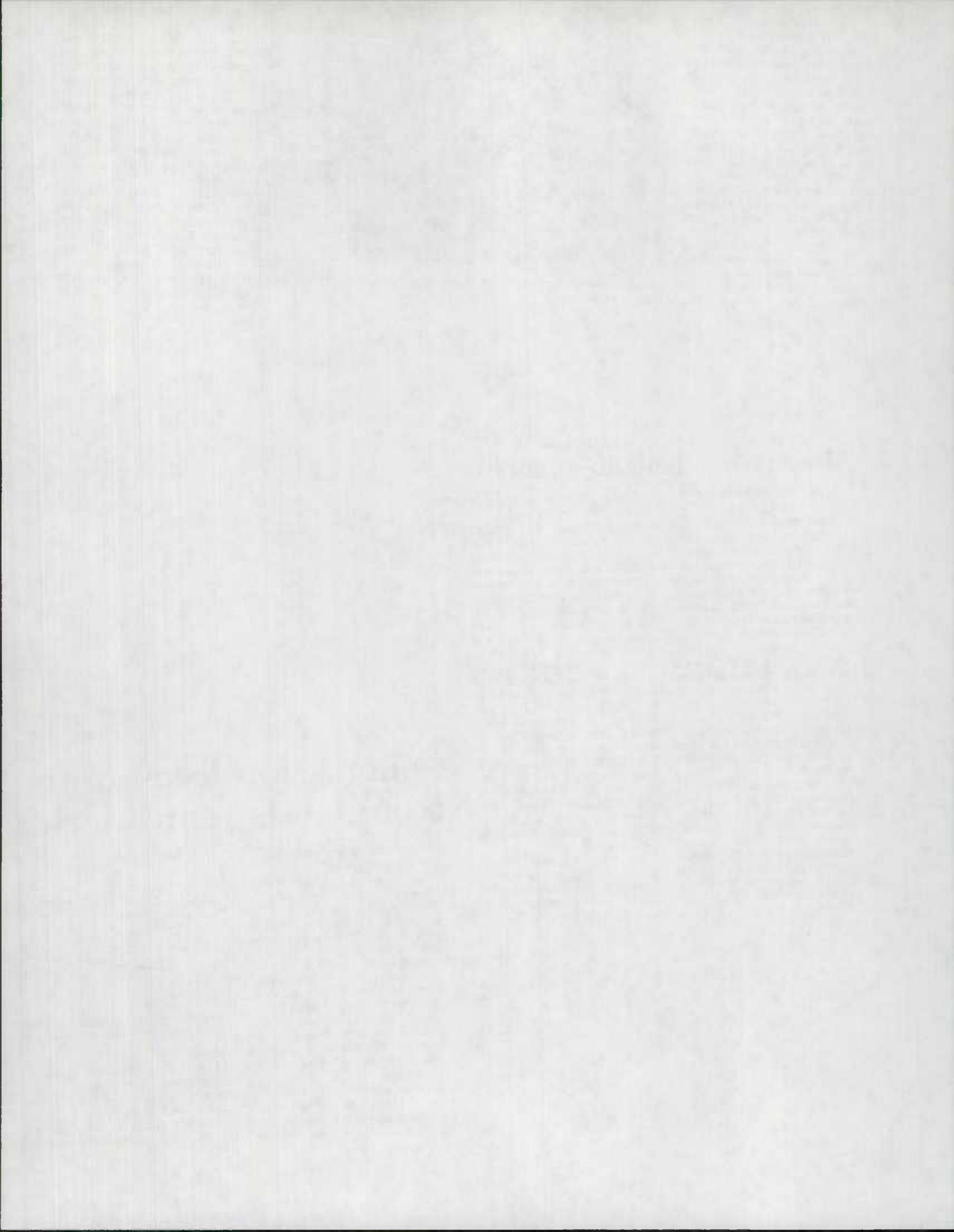


By Jennifer Hayd Wharton — The Capital

drivers.

Cars and trucks come flying off the highway, Chance said. Turning from Station Lane to Route 18 is also dangerous, they he.

Delivery trucks at Bill's Bargain Center block the view of westbound



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Recon

MONTGOMERY COUNTY

Intersection completion pushed back

Mid-County gr Falls Road exp

by Janet E. Frenck
Staff Writer

Page 11

The Mid-County Citizens Association will go back to the drawing board next week to revise its design for an improved Falls Road.

The group's first design, presented to the community at a public meeting in May, was harshly criticized as being an invitation to a future four-lane highway.

That design, offered as an

Potomac

6/17/88

The Teamwork Connection

Traffic and D-5 team up for interchange

MEMORANDUM

To: Mr. Thomas Hicks
Deputy Chief Engineer Traffic

From: Lawrence E. Elliott
ADE Traffic, District 5

Ref: Opening I-97 at MD 3/MD 32
Anne Arundel County

I would like to thank your staff for their assistance and cooperation during the opening of I-97 and MD 3/MD 32 interchange on December 19, 1988

With Richard Daff's cooperation, two crews from the signal shop and two crews from the sign shop along with the proper equipment were scheduled to assist in the road opening. The signal shop personnel were responsible for removing the signal heads and signal spans at the two temporary signalized intersections within the interchange. Their work was performed in an efficient and professional manner. Likewise, the sign shop personnel were responsible for uncovering the permanent signs and removing several overhead signs as well as ground mounted signs. Their work was also performed in an efficient and professional manner.

We experienced a minor problem and with the assistance of the sign shop personnel were able to have some temporary route markers fabricated at the shop for installation by the contractor the same evening. Replacement signs are now being fabricated to replace these temporary signs and they will be installed by the contractor.

With so many individuals from your office available to assist in this operation, I did not have the opportunity to obtain each of their names. I am sure Richard knows who was assigned to this operation. I would appreciate it if you would extend the district's thanks to these individuals for their assistance and fine cooperation.

McDonald'

county is approv...
management and
Administration.
did the "drainage
n Mr. Stringer's
Mr. Stringer cited
information he said
the hearing and said
the town. I just felt
awfully close to me a
be overwhelming an
upset about it." E
Sanders his home h
family for 100 years.
Judge Sanders said

the board's hearing and afterward
said there was "lack of sufficient

really needs a community swimming pool," Baggett said. Although he had already held meetings in Baltimore with representatives of the SHA, Baggett was on hand, he said, "because of my interest in the park."

believe there will be 20,000 per day." Most of the traffic congestion now comes from workers commuting between the Naval Electronic Systems Engineering Activity in St. Inigoes and home.

WASHINGTON COUNTY

6-7-89

Eastbound US 70 ramp opens in Hancock

by Sondra Bishop

Maryland State Highway Administration (SHA) officials were joined by state and county government representatives on Friday, June 2, to participate in the ribbon-cutting ceremonies officially opening the newly-constructed eastbound ramp off Interstate 70 east onto Maryland Route 144, just east of Hancock.

Hancock Mayor James Myers and councilpersons Sally Fost, Arthur Burke and Lester Steiner witnessed the event along with several town businessmen, officials of the Western Regional Lab and other interested onlookers.

Wally Beaulieu, District 6 Engineer for the SHA, opened the ceremonies and commended the project contractor, New Enterprise Stone and Lime Company, and SHA employees involved in the project, for a job well done. Beaulieu also recognized state, county, town officials and business persons who all cooperated and worked together in initiating the building of the ramp.

Maryland State Senator Victor Cushwa, Del. Don Munson, Del. Pete Callas, Del. Casper Taylor and Washington County Commissioners' president Ron Bowers, were on hand at the opening ceremonies and each offered comments and congratulations saying the "eastbound ramp opening will boost business opportunities and open up the area to new developments and tourism."

Beaulieu said the ramp will help to relieve the flow of traffic through downtown Hancock.

Del. Cas Taylor said, "This ramp will add to the potential of tourism." He commended the Washington County Commissioners for their work with Congresswoman Beverly Byron and the National Park Service in trying to establish bike trails and a scenic rail route. Taylor also said the railroad roundhouse project in Hagerstown would tie-in to Hancock's tourism. "This ramp will combine transportation and tourism which will benefit all of us," Taylor said.

Bob O'Connor, Washington County Director of tourism was also present to witness the ceremonies.

The SHA personnel provided refreshments from a table set up on the ramp before its official opening.

The construction project

The project to begin construction of the eastbound ramp and to replace an existing bridge there, began in May of 1988, according to officials.

The new bridge was completed in February and opened to traffic at that time, replacing the old bridge which had been built in 1959.

The eastbound ramp opened on time last Friday, meeting the projected date of June, 1989.

Hancock businessmen Terry Hepburn and Lou Close, followed by SHA officials Wally Beaulieu and



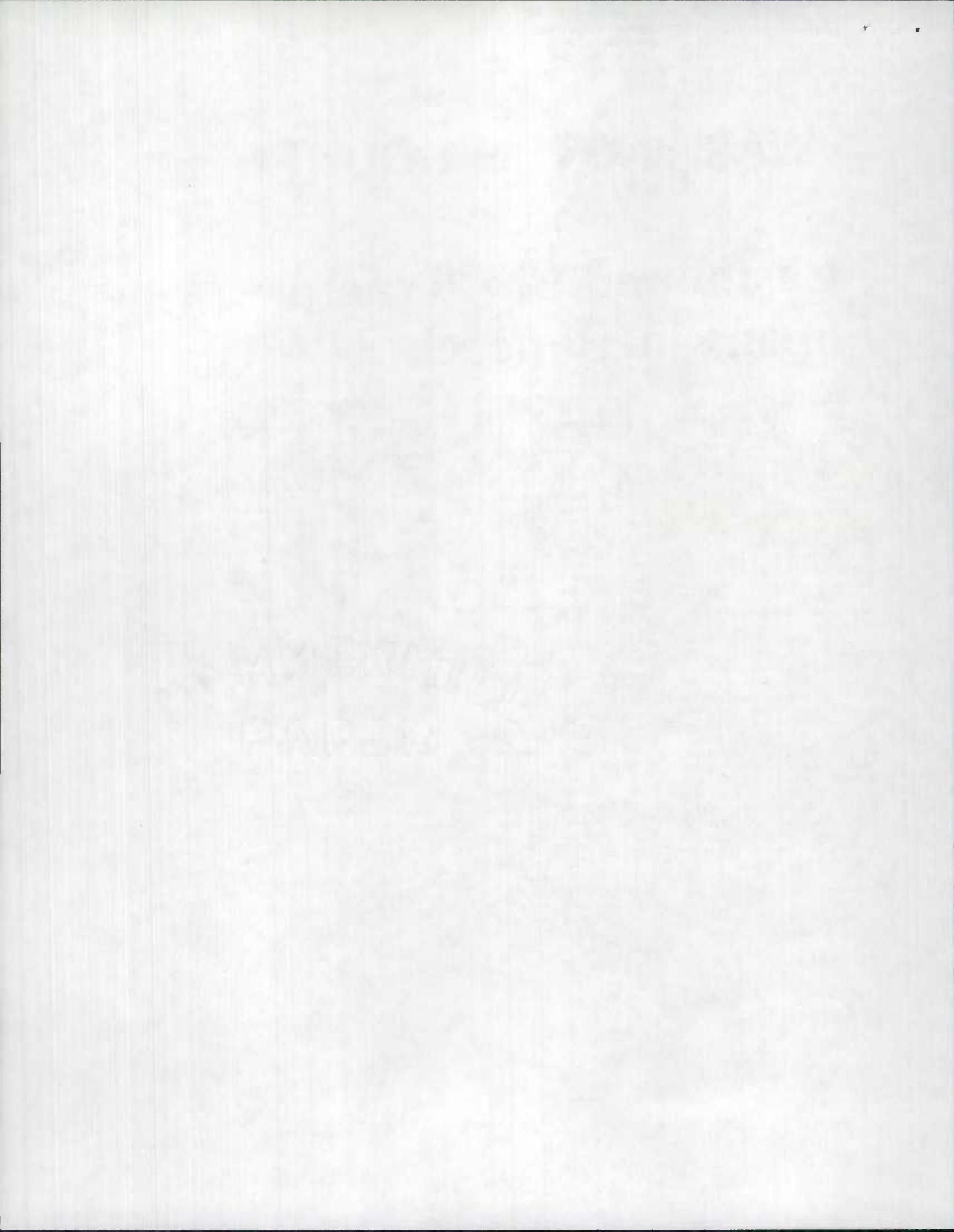
DELEGATE DON MUNSON

Hal Kassoff, made the first trial runs down the eastbound ramp before it was officially opened to traffic.

Maple Golden, Resident Maintenance Engineer of Washington County, gave the SHA maintenance crew the official word to open the ramp at 3 p.m.

The first motorist to travel down the eastbound ramp after its official opening was Greg Yost, Hancock.

CON 4. ON NEXT PAGE



WASHINGTON COUNTY *CON'T.*

*Con't. from
previous page*



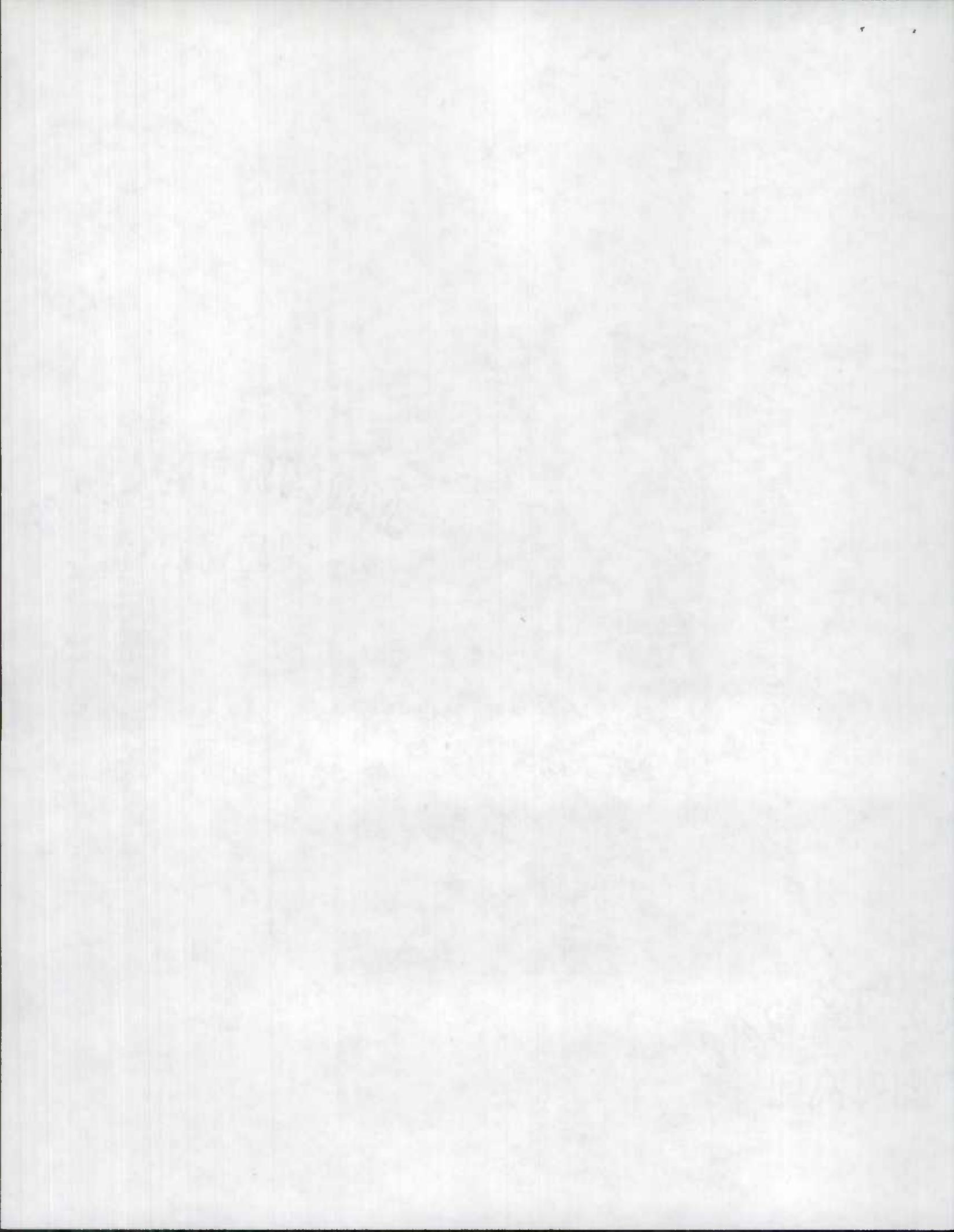
MARYLAND STATE, County and town government officials joined Maryland State Highway Administration (SHA) officials on June 2, for the official ribbon cutting ceremony: (left to right) Washington County Commissioners' president **Ron Bowers**, SHA District 6 Engineer **Wally Beaulieu**, SHA Administrator **Hal Kassoff**, State Senator **Victor Cushwa**, Delegate **Casper Taylor**, Hancock Mayor **James Myers** and Delegate **Pete Callas**. Delegate **Don Munson** (not pictured) also participated. (more photos on page 3)

News 6/7/89

'Push on for highway linking interstates

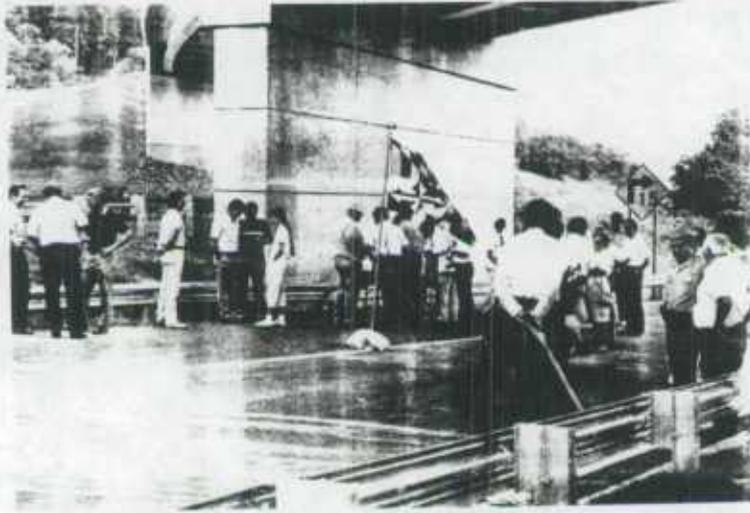
By **FRANCA LEWIS**
Staff Writer

should be made jointly by Wash-
ington County and Martinsburg for



WASHINGTON COUNTY *cont.*

Eastbound ramp opening ceremonies go on.....



A PART OF THE CROWD who gathered for the eastbound ramp opening ceremonies.



SHA PROJECT ENGINEER Tom Geatz, chats with Ray Ruple and Harold Young of New Enterprise Stone & Lime Co.



THE SHA MAINTENANCE CREW removed the coverings of ramp signs.



MOTORIST GREG YOST of Hancock was the first to use the new ramp after its official opening at 3 p.m.

News 6/7/89

WALL PAPER

WALL PAPER

Hammonds Ferry expansion plans set

By CHRISTOPHER MUNSEY
Staff Writer

The State Highway Administration has selected a final plan for a \$5 million expansion of Hammonds Ferry Road on the eastern border of Baltimore-Washington International Airport.

Approximately 20,000 vehicles travel daily on the two-lane state road, and the SHA expects that number to nearly double to 38,000 in the next 25 years.

"We're doing it to satisfy traffic demand and to provide an upgraded entrance to BWI airport from southern Maryland," said project manager Randy Aldrich.

Based upon the growth predictions of the SAA, its sister agency in the state Department of Transportation, the SHA has been studying an expansion of Hammonds Ferry Road for the past several years.

"We are close to capacity on the road that's out there today," Aldrich said.

The two-lane expansion will tie in the construction of an interchange near where Route 3 currently cross-

The current two lanes of Hammonds Ferry Road will become the northbound side of the divided highway; two southbound lanes will be constructed on airport property.

es Dorsey Road.

The current two lanes of Hammonds Ferry Road will become the northbound side of the divided highway; two southbound lanes will be constructed on airport property, a 1.2-mile expansion stretching from Poplar Avenue to the future interchange.

A 30-foot median will divide the north and southbound lanes, and state highway officials are hoping to create a "boulevard" effect with the expanded road, complete with trees and special lighting.

Construction is expected to start by the fall of 1991 and should be complete by the fall of 1993, SHA project engineer Ed Johnson said.

The new interchange just north of Dorsey Road and Route 3 is part of a

three-phase conversion of Route 3 to I-97.

The Stewart Avenue bridge over Route 3 will be widened and reconstructed, and an exit ramp to take northbound 3 traffic to eastbound Route 100 will be built in Phase I, Earls said.

"It's a small job," SHA engineer Ronald Earls said, "but it's a key element, because those bridge piers are in the way."

The \$7 million Phase I should begin this fall and be completed by June of next summer, Earls said.

The new interchange is included as part of Phase II, in which Route 3 will be expanded from from four to six lanes from I-695 to south of Baltimore-Annapolis Boulevard, he said.

As part of Phase II, the SHA will be altering the path of a section of Dorsey Road. In a curve sweeping through now wooded land, the new section of Dorsey Road will start behind Arthur Slade Regional Catholic School and go to Hammonds Ferry Road behind the Maryland State Police's Glen Burnie barracks.

The \$40-million Phase II will start in the spring of 1991 and should be completed by the fall of 1993, Earls said.

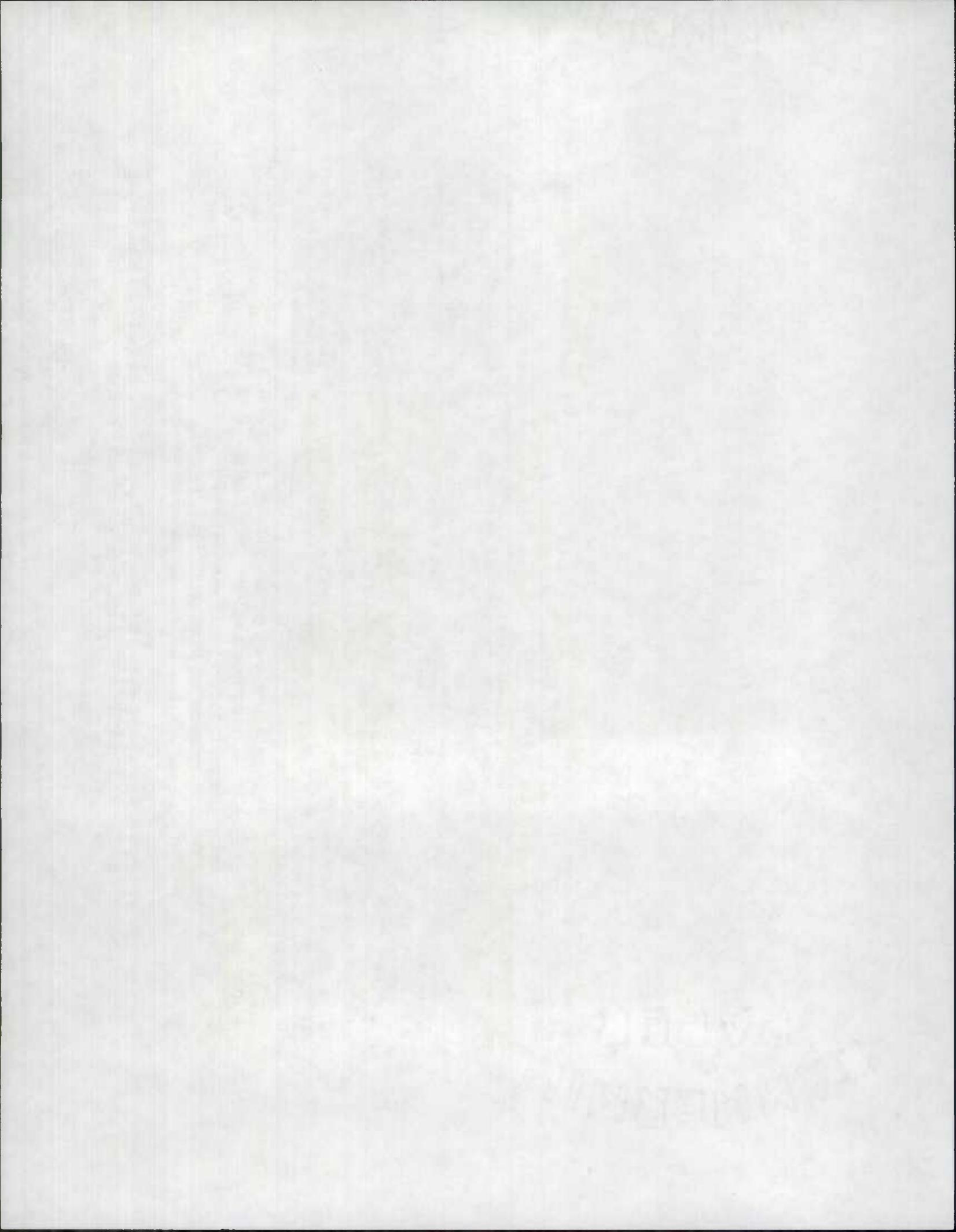
The new interchange involves a complicated movement of traffic from Dorsey Road, Hammonds Ferry Road and I-97, Earls said.

"All the movements that are required are taken care of, but it was a bear getting that thing designed."

Getting to the airport from Annapolis will be a smoother ride, since the new interchange will allow northbound motorists on Route 3/I-97 to exit directly onto Hammonds Ferry Road.

Motorists traveling from the airport to the Annapolis area also will be able to exit directly onto I-97 from Hammonds Ferry Road.

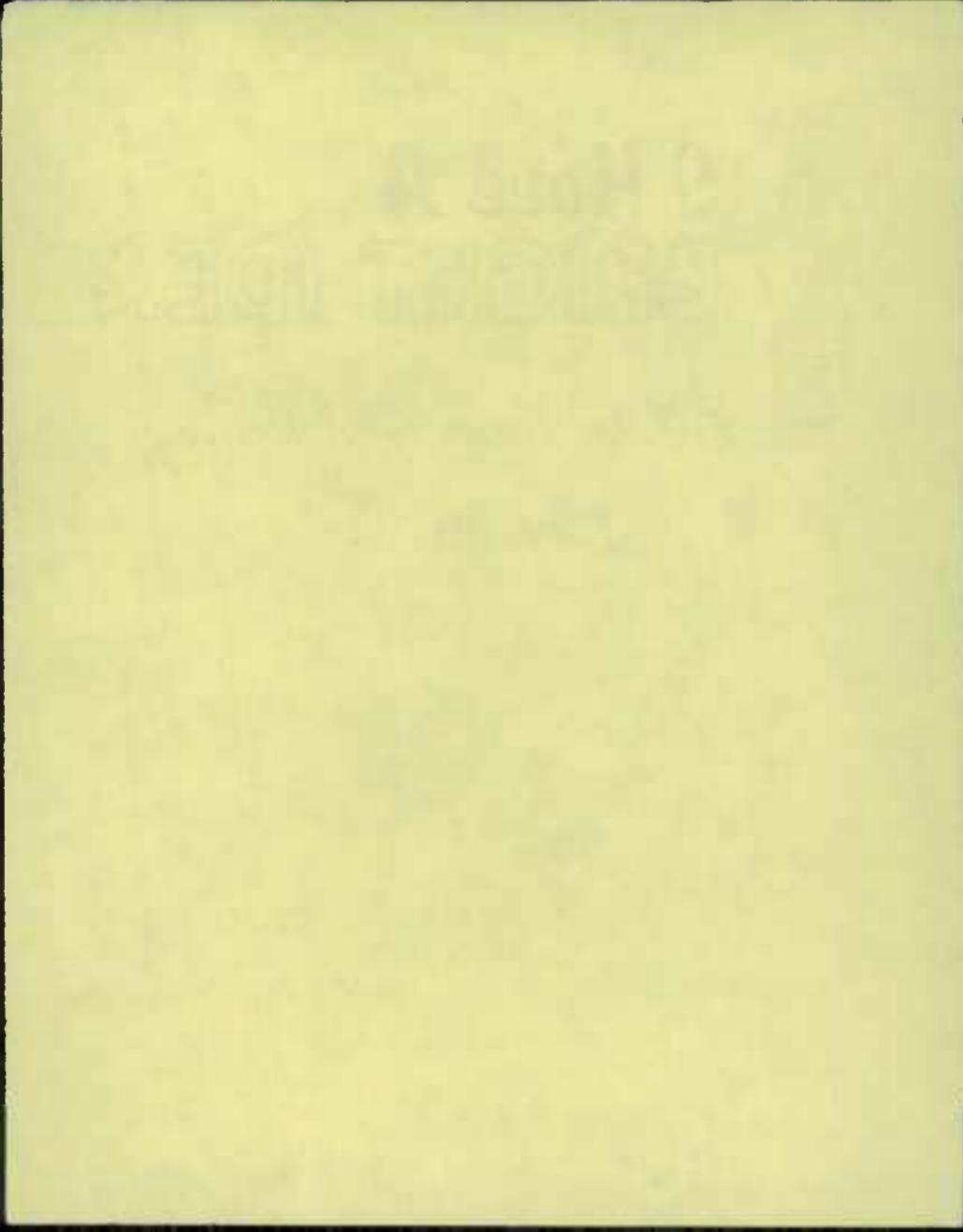
Maryland Gazette 6/14/89





I Have A BRIGHT IDEA

Put in New Road History
file. 2-17-89



the times, as long as both the tow truck and the vehicle towed, weighed and measured separately,

the towing industry "carte blanche as to size, weight, load and type of tow."

of perishables on, he doesn't want us to wait 24 hours to get a permit," Mr. Redmond said.

The SUN 3/28/89

Current

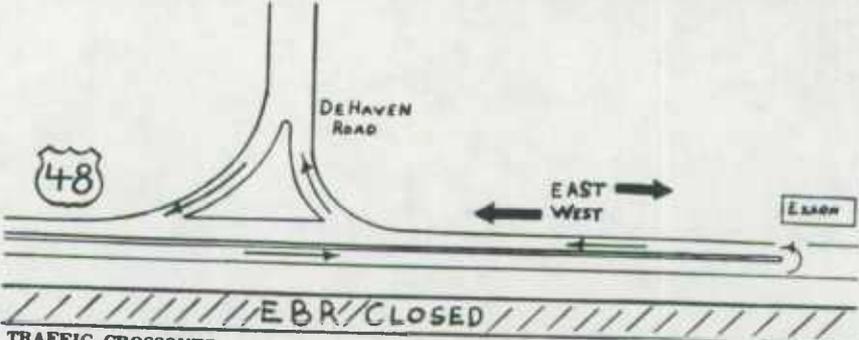
ALLEGANY COUNTY



NEW RAMPS TO OPEN — Starting Wednesday, March 22, two new ramps will be open connecting U.S. Route 220 and U.S. Route 40-48 at Nave's Crossroads, according to the State Highway Administration. The U.S. 220 in-

tersection will be closed at U.S. 40-48. Westbound traffic will access 220 by way of an off-ramp west of the Christie Road Bridge. Southbound 220 traffic will access U.S. 40-48 west by way of an on-ramp from Nave's Crossroads.

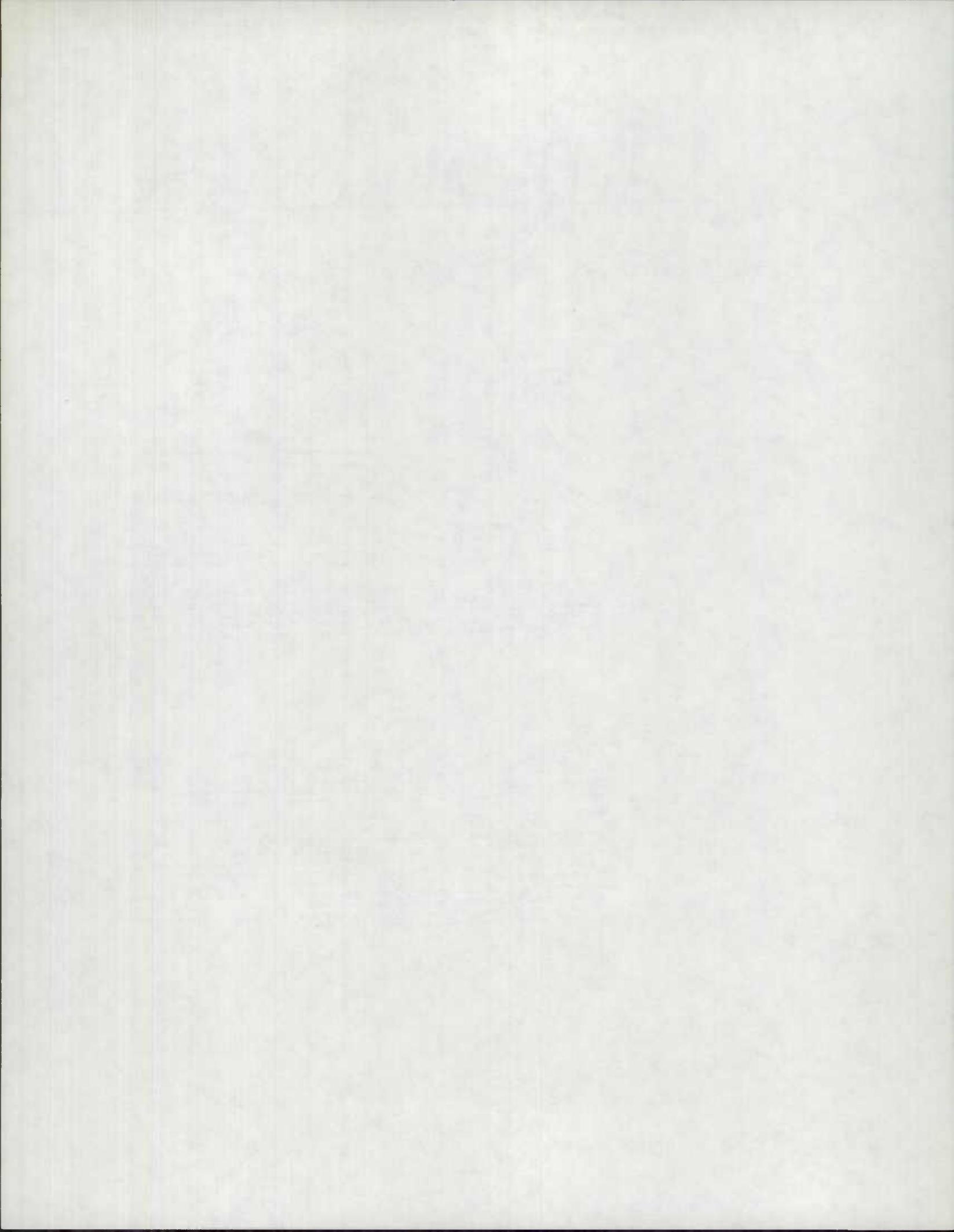
Times 3/11



TRAFFIC CROSSOVER — Starting Tuesday, March 28, a traffic crossover will be put into operation from Hillcrest Drive to Jeffries Road. The existing eastbound roadway will be closed and two-way traffic will be present on the westbound roadway. Eastbound traffic will be switched to the westbound roadway and two-way traffic, separated by a concrete barrier

wall, will be maintained to Jeffries Road. DeHaven Road will be accessible to motorists only from the westbound lane. Eastbound traffic wishing to access DeHaven Road must continue one mile east and make a U-turn at the Exxon station. Questions or comments may be directed to the State Highway Administration at 777-2145.

2



fining The Sun, Arundel refinery

By Liz Bowie

The U.S. Environmental Protection Agency is proposing to fine The Baltimore Sun Co. and Cox Creek Refining Co. for failing to keep inspection records for electrical transformers containing toxic chemicals called PCBs.

The EPA said it wants to fine The Baltimore Sun Co., which publishes *The Sun* and *The Evening Sun*, \$26,800 for not keeping annual inventories of the transformers between 1978 and 1987 and for not keeping inspection records between 1981 and 1984. The company, located at 501 N. Calvert St., also didn't notify city fire officials that transformers were in the building, said Jonathan Allen, an EPA chemical engineer in Philadelphia.

Two transformers that contained PCBs were removed in January 1987, but the alleged violations were not discovered until an EPA inspection last fall.

"We are in the process of reviewing the citation we received from EPA last week and are preparing a response," said Richard Basoco, general manager and senior vice president of The Baltimore Sun Co. "We are determining the extent to which we were in violation of some record-keeping [regulations]. It is a technical issue rather than a substantive one."

The EPA wants to fine Cox Creek Refining Co. in Anne Arundel County \$50,000 for failing to mark the areas around transformers with signs and for record-keeping violations in 1987 and the first half of 1988, said Lisa Nichols, EPA's compliance coordinator.

Neither company was cited for spilling PCBs or exposing employees.

Polychlorinated biphenyls, or PCBs, are toxic to fish and wildlife, suspected of causing cancer in hu-

See PCB, 3D, Col. 2

By Joel McCord
Sun Staff Correspondent

UPPER MARIBORO — The 16-year-old stepson of the Charles County administrator pleaded guilty yesterday to shooting his mother and 6-year-old stepbrother to death in February 1988, telling investigators he had feared being kicked out of the house because of poor grades in school.

David Richard Grzywacz of La Plata pleaded guilty to two counts of second-degree murder in Prince George's County Circuit Court, where the case was moved because of publicity in Charles County.

According to a statement of facts read into the court record, David admitted to Charles County sheriff's deputies that he shot his mother,

Heidi Lourdes Denison Bridgett, 38, once in the chest with a .22-caliber rifle while she was in her sewing room. He shot her twice more in the head after she struggled to call for help from a phone in the upstairs bathroom of the house on U.S. 301 just south of La Plata.

David said he shot his brother, Benjamin Bridgett, once in the face about 2:45 p.m. Feb. 10, 1988.

Benjamin was the son of Mrs. Bridgett and Melvin Bridgett, the county administrator. David is Mrs. Bridgett's son by a previous marriage.

Mr. Bridgett, who was appointed county administrator only two weeks before his wife and son were killed, could not be reached for comment.

David, who has been held in a

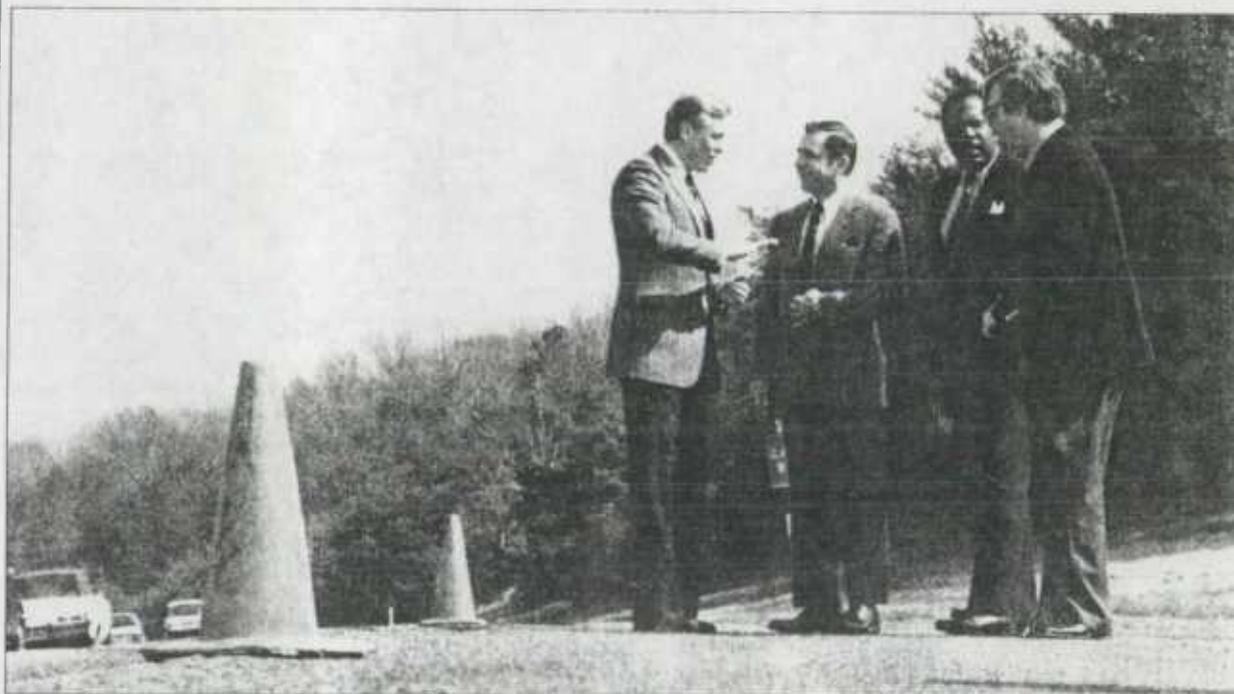
juvenile facility in Rockville since he was arrested the day of the murders, could face up to 60 years in prison — 30 years on each count — when he is sentenced May 16 by Circuit Judge Audrey E. Melbourne.

Under the plea agreement arranged by Charles County State's Attorney Richard A. Cooper and Howard Shemler, David's lawyer, prosecutors dropped first-degree murder charges and David dropped both an insanity plea and his request to be tried as a juvenile.

Doctors at Clifton T. Perkins Hospital and private, defense psychiatrist agreed that the youngster was competent and could be held criminally responsible for his actions.

Both lawyers agreed to ask that

See CHARLES, 3D, Col. 1



THE SUN/WILLIAM G. HOTZ SR.

Parkway project

Representative Steny H. Hoyer, D-Md.-5th, left, discussed a \$90 million rehabilitation of the Baltimore-Washington Parkway at a press conference yesterday at the Route 450 exit. With Mr. Hoyer were, from left, engineer Gary Klinedinst, parks official Robert Stanton and Bruce C. Frame, aide to Sen. Paul Sarbanes. (Article, 3D)

priest molest youth is settl

By Frank P. L. Somerville
Religion Editor of The Sun

The Roman Catholic archdiocese of Baltimore has reached an out-of-court settlement with Anne Arundel County prosecutor Archbishop William Siders, alleging that an archdiocesan priest sexually molested three boys in 1982 when he was a 13-year-old.

According to the suit, which was filed in Baltimore Circuit Court more than a year ago, the case against Rev. William G. Simms involved "sexual fantasies" that the boy was forced to act out in the confessional of St. Andrew by the Church in Cape St. Claire. The priest was dressed in "a sexually provocative male costume and sheer white stockings."

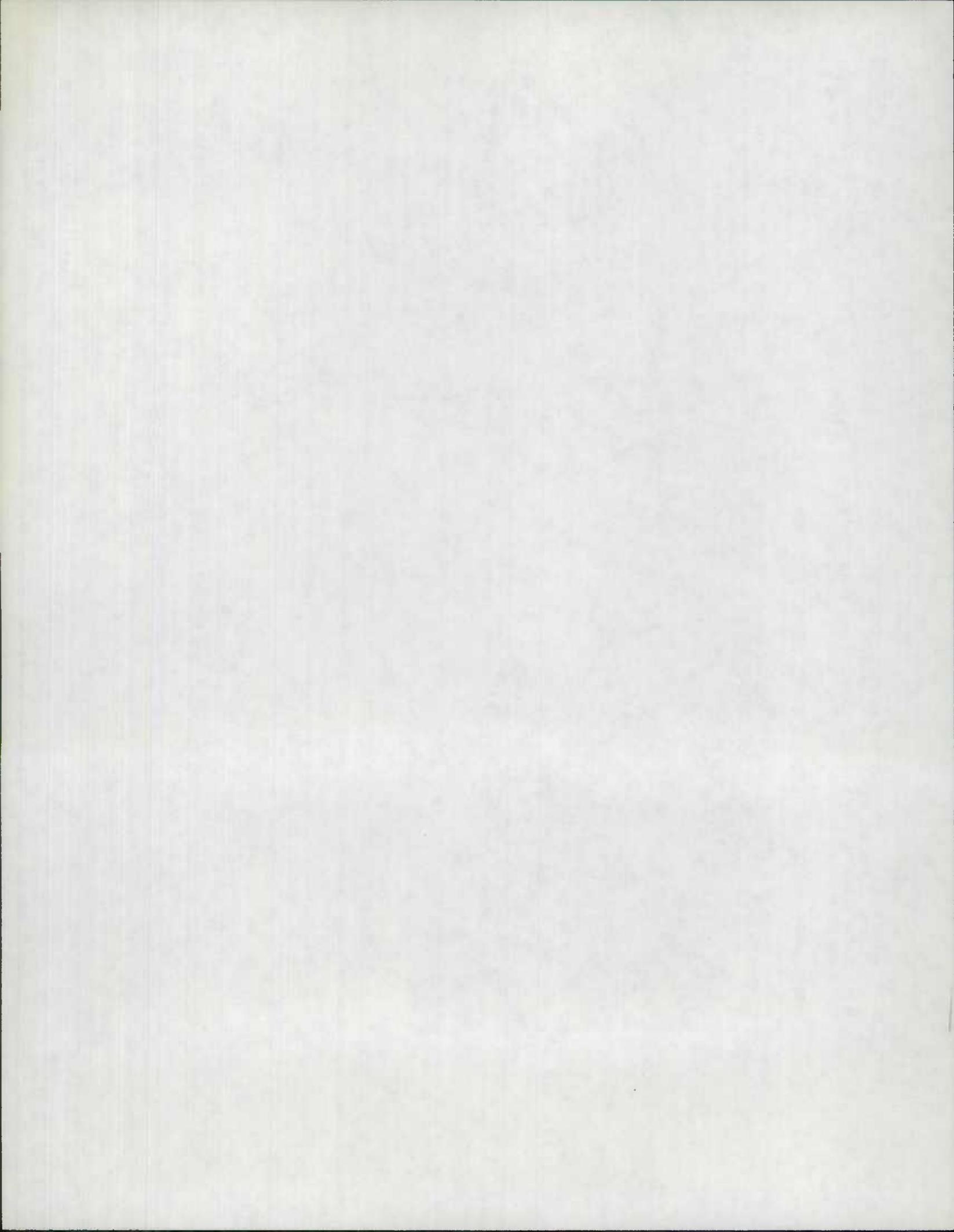
The teen-ager has suffered from depression as a result and received extensive psychiatric treatment, including hospitalization and counseling. The family's financial resources were depleted, the suit said.

The couple asked for \$9 million in compensatory damages and \$1 million in punitive damages. Simms and the archdiocese named as defendants along with the archbishop.

When B. Michael Raub, the Washington attorneys' spokesman, was asked yesterday to comment on the size of the settlement, he said, "Our clients are very satisfied with the result." He said that under the terms of a secrecy provision in the settlement agreement, he could not make any further comment.

Robert Bouse Jr., one of the attorneys for Archbishop Borders, referred all questions to other attorneys, who did not return phone calls. The Rev. William G. Borders, archdiocesan spokesman,

See SETTLEMENT, 1D, Col. 1



Fri. June 30, 1989

Schaefer helps reopen repaired bridge

By Bill Kerbin
Special to The Sun

POCOMOKE CITY — Gov. William Donald Schaefer mixed patriotism with bricks-and-mortar politics yesterday as he presided over the reopening of the Pocomoke City bridge less than a year after it collapsed.

He also got a plug in for his "do-it-now" philosophy. The bridge, Mr. Schaefer asserted, was as important a symbol to this community as the flag is to the United States.

Looking up at a giant flag waving in the breeze above his head at yesterday's official reopening of the bridge, the governor announced that he was disturbed by the recent U.S. Supreme Court ruling that a citizen's right to express himself by burning the flag is protected under the First Amendment.

"Every flag is a symbol of the First Amendment," he said. "There are certain things we should respect. We have so much freedom that we sometimes take it for granted."

Take the Pocomoke City bridge, for example. "Every so often you find something symbolic to a communi-



SUN GRAPHICS

ty," he said.

As for "do-it-now," Mr. Schaefer made it clear he had wasted no time

getting the bridge repaired after it collapsed last Aug. 17, and he said he had insisted that the structure be restored in a fashion faithful to its original design.

He recalled telling Hal Kassoff, the state highway administrator, to build the bridge back exactly as it had been, and noted, "That is all I had to say."

Pocomoke City's Mayor Curt Lipoldt seemed suitably impressed, recalling that last August "when I looked at the size of the disaster, I did not think the bridge would ever be rebuilt."

But it was, in less than a year at a cost of about \$3.5 million. Yesterday's formal reopening ceremony brought the Wor-Som Pipe Band and a small parade of classic cars to escort Mr. Schaefer from one side of the Pocomoke River to the other.

Fixing the 275-foot bridge linking Worcester and Somerset counties was somewhat simpler than determining precisely why it collapsed in the first place. The National Transportation and Safety Board has yet to complete its investigation of the collapse.

Amtrak unions to picket today over stalled talks

By William F. Zorzi Jr.

Unions representing 21,000 Amtrak employees will hold rallies today and walk informational picket lines at train stations in 25 cities — including Baltimore's Penn Station — warning that the railroad is "courting a national strike" by demanding salary cuts and other concessions.

Leaders of the 16 unions, which represent nearly 90 percent of Amtrak's 24,000-person work force, complain that the railroad will not address what they describe as substandard wages, unsafe and unsanitary working conditions, and work that is performed by private contractors instead of union members.

"Amtrak, in essence, is trying to force a strike; in effect, to bust the unions," said Diane Brockett, a spokeswoman for the Railway Labor Executives' Association, a union umbrella group.

"Amtrak is courting a national strike," a union leaflet states. "Amtrak's workers don't want to strike; but they have no choice. The workers are saying, 'We've had enough.'"

Amtrak spokesman R. Clifford Black IV denied management was attempting to break up the unions, although he did concede that the stalemated negotiations have been "difficult." The negotiations are now before a federal mediator, and the unions are continuing to work under a three-year agreement that expired in June 1988.

Mr. Black said Amtrak views the rallies and pickets as resulting from the unions' frustration at the lack of progress in negotiations.

But, he said, "I think it's a little soon to say we're headed for a strike." Amtrak wants to cut its costs by "bringing labor costs under control," Mr. Black said.

"We wish to bring [the wage and benefit package] into line with jobs requiring similar skills in similar geographical areas across the country to make it more commensurate

ANNAPOLIS

Chief judge upholds use of DNA test results

The Court of Special Appeals upheld yesterday the use of DNA test results to help identify a man convicted of raping and assaulting a woman in Northwest Branch Park in Montgomery County.

The opinion by Chief Judge Richard P. Gilbert said there was sufficient evidence to show that the test performed by a Germantown company known as Cellmark Diagnostics is scientifically reliable and that the results could be used as evidence against Kenneth S. Cobey.

From Staff and Wire Reports

Law on write-in candidates struck down

ing, the state may have to report the votes.

The three-judge panel held that only the fee requirement for write-in candidates unconstitutional, and that the state may also not "confer" the reporting of the results of write-in voting on candidate certifi-

cation, whether or not accompanied by a fee.

Stuart Comstock-Gay, executive director of the American Civil Liberties Union in Maryland, which brought the lawsuit on behalf of the two Baltimore candidates, said he was pleased with the decision.

"It's an endorsement of the people's right to vote for the candidate of their choice even if that candidate is not a major party candidate and is not a candidate that a large portion of the public supports," Mr. Comstock-Gay said.

Reba Williams Dixon ran for mayor of Baltimore and Dana Burroughs sought the City Council presidency in 1987, but they refused to pay the filing fee or to submit an indigency petition when they attempted to become certified as candidates.

Ms. Burroughs did not qualify to waive the fee because she had a full-time job, earning about \$11,000 a year, Mr. Comstock-Gay said. Ms. Dixon earned about \$12,000 a year. They filed suit after the state refused

Trucker charged with manslaughter in 5 deaths on I-83

LEE, from 1D

cluding a drunken-driving conviction in July 1988 in Baltimore Circuit Court.

He was on probation from that conviction at the time of the fatal accident. The Motor Vehicle Administration mistakenly recorded the 1988 conviction as probation before judgment, allowing Mr. Lee to avoid a revocation hearing and continue to drive.

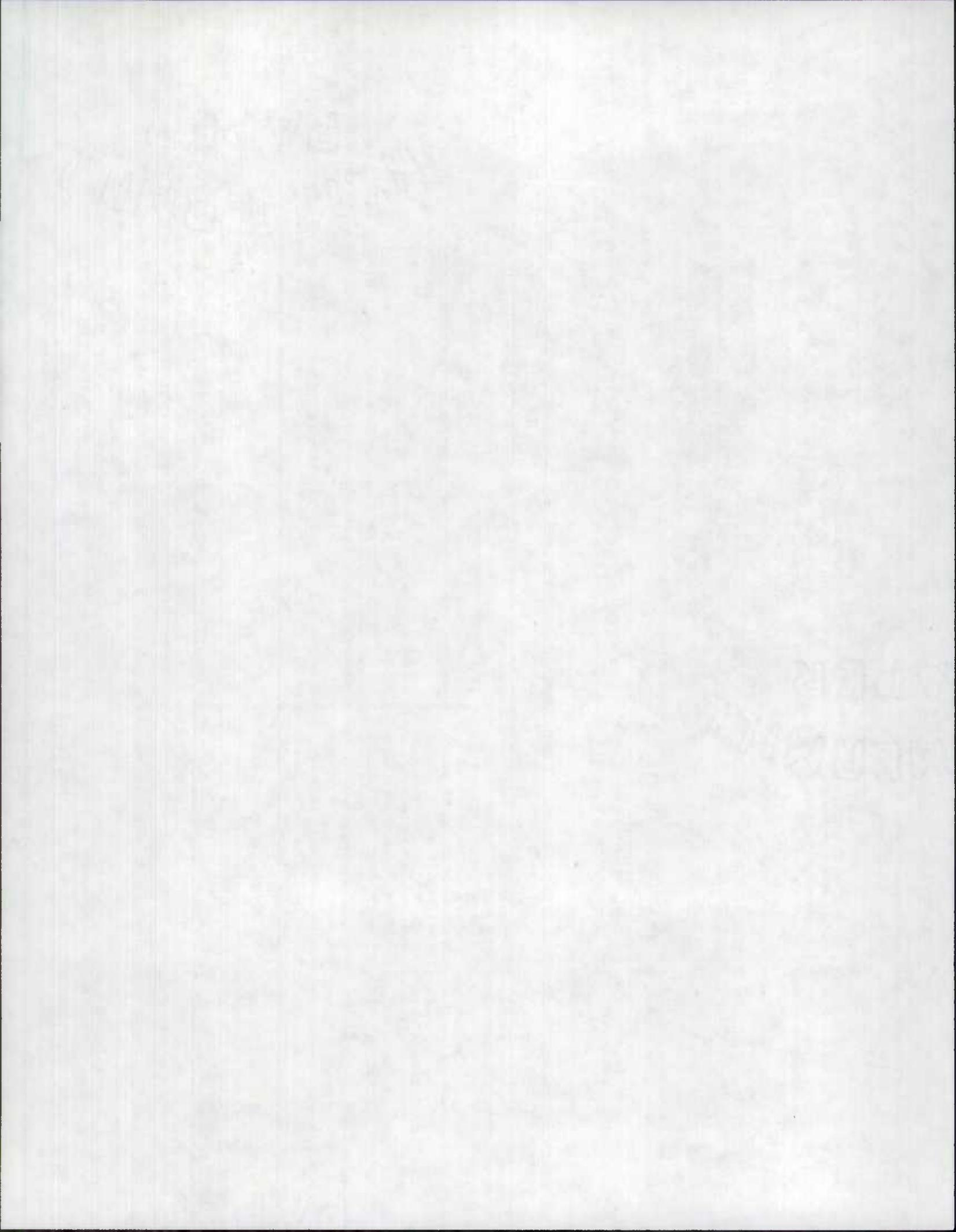
Mr. Lee faces up to five years in prison on each manslaughter charge.

Mr. Merker said he will file notice with the state to prosecute Mr. Lee

WALK SALE

Best and Sunday, July 2nd Only!

☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆



CAROLINE COUNTY

The road to Ocean City paved through downtown Preston

THE WORD: Zeus: The ancient Greek God, presiding God of the Pantheon, ruler of the heavens and all other Gods. Also mortal hero who threw thunder bolts.

Preston has a new Main Street. (The first hard surface, cement highway 213, started at Elkton and ended at Ocean City). This was the new scenic route built in 1912. It is believed that Senator Goslee of Federalsburg was active in getting Highway 213 built. Goslee was instrumental in convincing the State Roads Commission to build a sample, or test highway, from Federalsburg toward Hurlock; the first piece of hard surface highway in the state, 9 feet wide!

weeks. It is a slick example of modern road building.

An oldtimer talking about the new Main Street said, "It is smoother than a new born baby's bottom." The other countered, "That's right, it is smoother than a dining room table top."

Did You Know?: Martin Luther did not nail his ninety-five theses to the Church door at Wittenberg as it is popularly believed. Instead, he had them privately printed and distributed to a number of his friends.

EPITAPH: Jonathan Grober died dead sober - Lord, thy wonders never cease.

Preston's new Main Street has a two inch layer of asphalt, gutter to gutter, with new double yellow lines down the middle - no passing! And 25 mph on West Main Street and 30 miles per hour on the East end.

In 1912 there were two ways to get from Baltimore to Ocean City: 1. BCA Railroad Steamship Cambridge sailed from Pier 5 Light Street in Baltimore to the pier at Claiborne where passengers changed to the train which on summer weekends boasted a string of 10-12 cars (rattlers and bushes of cinders!)

Many people wondered how that "toy" locomotive could move that many cars over the 100 miles (3 1/2 hours) from Claiborne to Ocean City, horse and carriage, or auto, Baltimore to BelAir, Havre de Grace, Elkton, Galena, Chestertown, Centerville, Easton, Preston, Hurlock, Vienna, Mardela Spa, Hebron, Rock-A-Walkin, Salisbury, Powellville, Pittsville, Berlin and Ocean City.

The autos often traveled in groups. There were (1) few, if any highway signs, (2) and those early autos were prone to mechanical and rubber tire trouble. Motorists often stopped and asked "What is the name of this town, and how far is it to Ocean City?"

From Baltimore, the motorist had to cross 13 bridges over tide-water streams. Can you name the 9 rivers, 1 canal, 1 bay?: The Gunpowder, Susequehanna, North East, Elk, M & D Canal, Bohemia, Sassafras, Chester, Choptank, Nanticoke, Wicomico, Pocomoke Rivers and Sinepuxent Bay.

Maryland's State Highway Administration - SHA - awarded the Preston contract to David Bramble of Cambridge, who completed the job in less than two

Hurricane-Tornado winds hit the Eastern Shore on Dec. 28 and blew off roofs, damaging mobile homes and trees. The temperature dropped from 65 to 28 during the hours of 4:30 p.m. Dec. 28 to 2 a.m. Dec. 29. The wind was still blowing Thursday but the sun was bright.

From time immemorial American Indians and tribes all over the world looked upon the moon as their calendar.

The harvest moon for crops is in late September or October to the 10th or 11th. The Hunters Moon is the full moon in late October which meant to the Indians and settlers more light to see wild game. The dipper moon is aptly titled - it can hold water.

People have always planted grain, vegetables, fruit and vines to supplement their meat and seafood supplies.

The moon not only influences corn growth, but the moon also controls the tides of the world. Tides on the Chesapeake Bay in Maryland change to high and low tides twice every 24 hours.

The tide changes every 6 hours, and raises or lowers the water level from the Atlantic Ocean to points in the coves, creeks and branches to the point where it can no longer overwhelm the fresh flowing water which the tide meets. Average rise on the Eastern Shore of Maryland is 15 inches. Highest and lowest in tides in North America are in the Bay of Fundy, 20 feet, between New Brunswick and New Scotland (Nova Scotia).

OLD PHILOSOPHER: More persons are humbugged by believing nothing, than by believing too much. By P.T. Barnum, famous circus man of the 19th century.

Times-Record
1/25/89

CECIL COUNTY

Md. 213 expansion plan will move ahead, Baker says

By Joy Gwillim
Whig Staff Writer

The expansion of Md. 213 needs to be moved "to the front burner" during this legislative session, State Sen. Walter M. Baker (D-Cecil) said Wednesday.

Baker said he wants to meet again with the county commissioners and other legislators about expanding the highway from two to four lanes between U.S. 40 and the C & D Canal.

But he has decided it should be a county priority in the transportation department's five-year plan and wants to set the planning process in motion now.

"The single most important thing is the safety of the motorist public. Md. 213 is highly traveled. It's no longer a country byway. It's an important artery," Baker said.

Last October, the commissioners and legislators met with State Highway Administrator Hal Kassoif to discuss road improvement priorities. Baker brought up the expansion proposal at that time.

Since then, he said, he has been contacted by business owners along the route who agree that the road needs to be widened, he said.

"They said it is a problem. The traffic is so heavy we should take a look at it. When you go down it in the morning and get behind a slow driver everyone's trying to run past him and cars are veering onto the shoulder.

"Left turns are dangerous" on the road, Baker said.

Expansion won't happen in the next year or two "but it's going to happen." To place the project in the priority status will get the

planning, engineering, and impact studies underway.

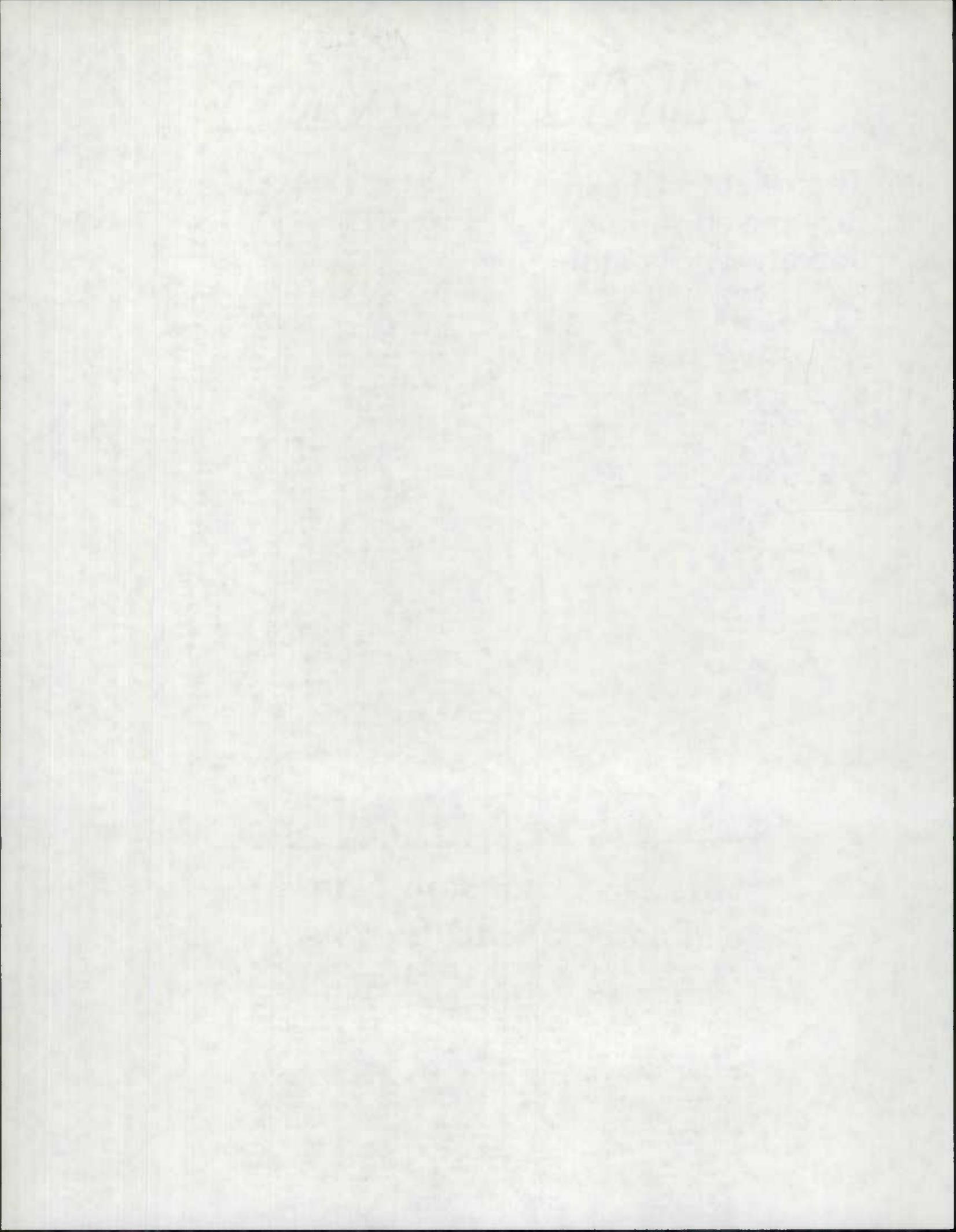
State law also requires public hearings to be held for those who will be affected by the change.

Baker said there will be no problem obtaining right-of-ways since the state or county already purchased them for just this eventuality.

Kassoif told Baker last year that expansion of the highway was planned "eventually." He also said then that the project could be moved ahead if legislators saw the need for it.

Baker has reached that conclusion and will meet with other officials to find out if they agree the expansion should be a priority.

The actual roadwork might then begin as soon as 1992, Kassoif said.



MD 295

ANNE ARUNDEL CO.

Rt. 198 bridge flies through the air

Andy Markowitz

The last of the original Route 198 bridges over the Baltimore-Washington Parkway went out with a bang last week.

Around 8 a.m. Saturday, road crews stopped traffic on the parkway and blew up the nearly 40-year-old span with explosives to make way for a new bridge, part of an ongoing \$6.3 million project to transform Route 198 over the parkway into a four-lane divided highway.

The bridge crossed the parkway's

northbound lanes. The span over the southbound side was disposed of in the same fashion last month, said Stephen Bach, an operations engineer with the Federal Highway Administration. New bridges to replace them had previously been constructed, he noted.

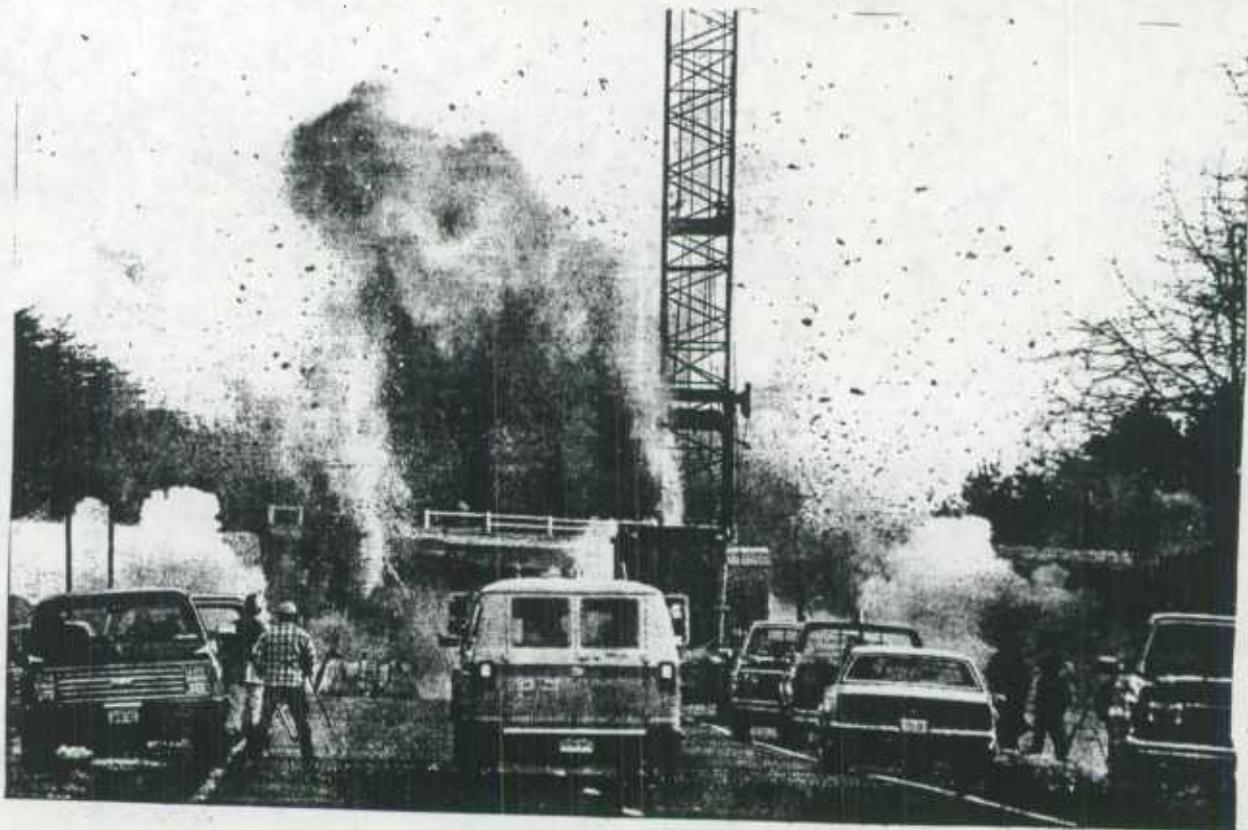
Bach said the old bridges were built during the original parkway construction in 1950. Two were required because the northbound and southbound sides of the parkway are separated by a median of approximately 100 feet.

The state- and federally-funded work will turn the old two-way road into a two-lane eastbound highway, and build a new, two-lane westbound road with two additional bridges, Bach said. The project also includes improvements to the ramps connecting the two roads.

The westbound side of Route 198 and its two bridges are finished and will carry all traffic on the road until the two new bridges for the eastbound lanes are completed, possibly by the middle of this summer, Bach said.

He added that the condition of the old bridges, which he called "pretty shot," prompted the decision to scrap them in favor of new spans. "It wasn't like they could have been saved," he said. "The concrete was pretty rotten, and the rails had been hit."

Northbound parkway traffic was detoured around the construction site all last weekend, and cars were stopped entirely for about an hour while crews set up the explosion and brought the old bridge down, he added.



Staff photo by Suzy Mast

One of two old bridges that carried Route 198 over the Baltimore-Washington Parkway was destroyed by explosives on Saturday as part of a state and federal highway reconstruction project. Possibly by mid-summer, new bridges will make Route 198 a four-lane divided highway there.

Leader 1/19/89

Work on East-West Blvd. continues

By CHRISTY WISE
Severna Park Staff Writer

The proposed East-West Boulevard is currently in the hands of the State Highway Administration, according to transportation officials.

The county has asked the state to handle environmental work, preliminary engineering studies and public input, said Frank DeSantis, SHA project manager.

"We have no schedule for this beyond the project planning phase," DeSantis said.

East-West Boulevard is proposed to link

Routes 2 and 3, starting near Route 2 and Mission Street, and extending to Route 3 south of Brightview Drive.

A small part of the boulevard has already been built in Shipley's Choice by the subdivision developer.

The 2.9-mile boulevard is a joint county/state project, with the county doing the planning, engineering and land acquisition and the state funding construction.

"It's a rather unique type of project for us," said Roland Davis, a county planner.

In its fiscal year 1989 budget, the county has allotted \$257,500, Davis said. The

project's estimated total cost several years ago was \$8.6 million, but Davis said that was based on previous designs that may not be used.

Relief is exactly what's needed, said George Deuringer, chairman of the Greater Severna Park Council Public Works Committee.

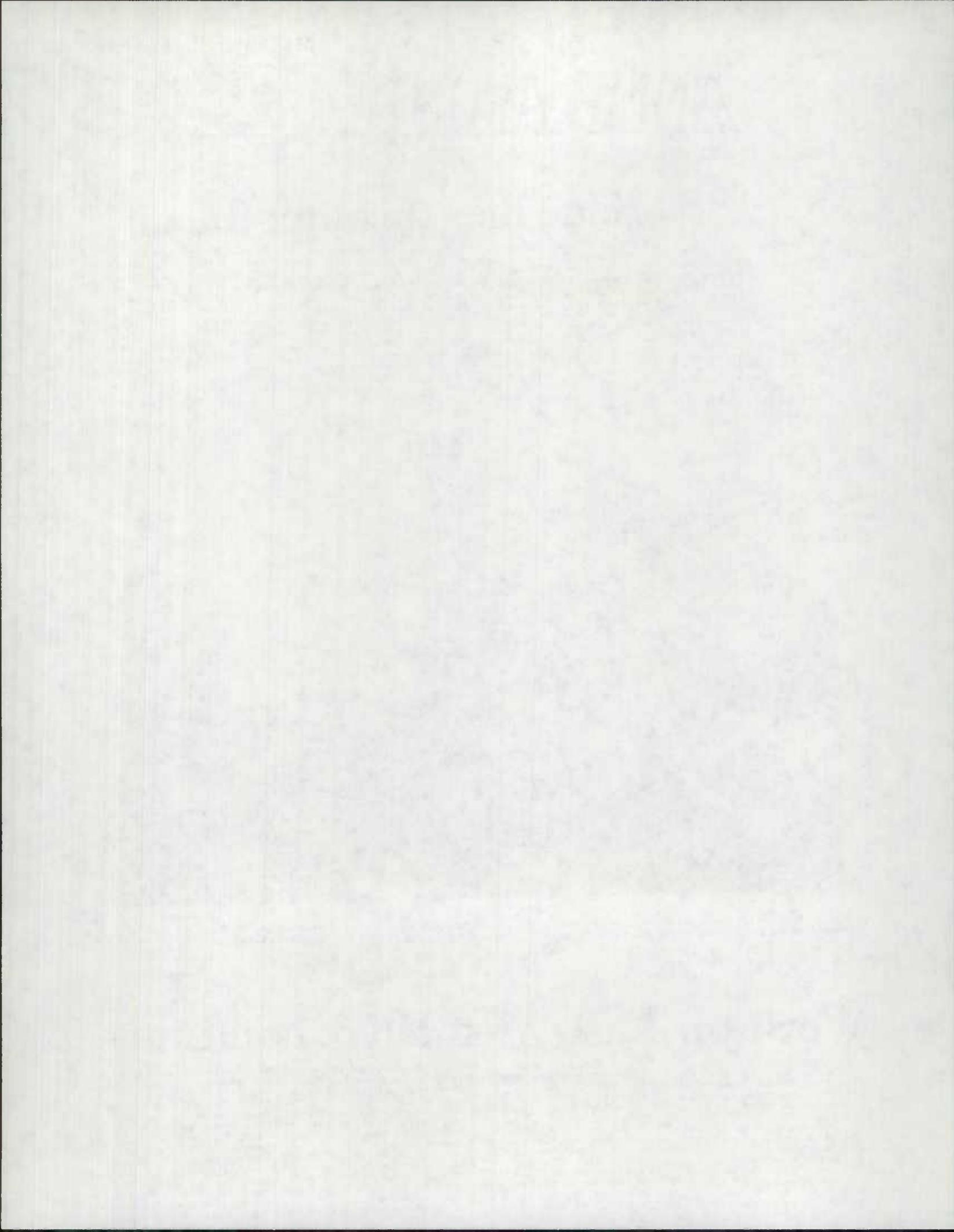
"It's an essential road for all of northern Anne Arundel County," Deuringer said. "It's not just for Severna Park... It will facilitate the flow of traffic for people through Severna Park."

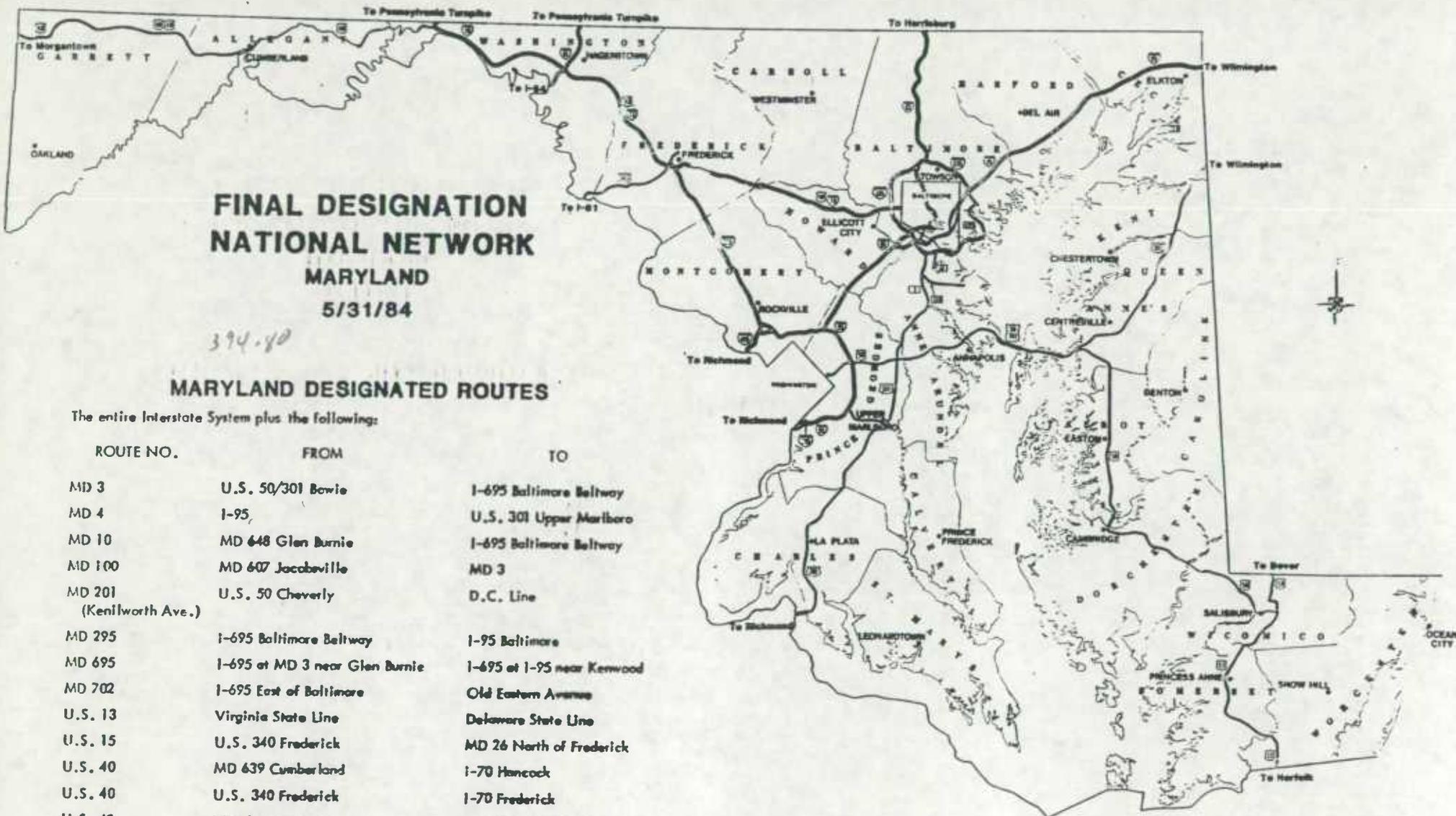
"Assuming all things run smoothly and

the money became available, you could start construction say within five to six years from now," DeSantis said.

An essential aspect of the proposed connector, according to Deuringer, is that it be a limited-access roadway. "We don't want the East-West Boulevard to become another Benfield Road or to become another Ritchie Highway," he said.

The state is also reviewing how many lanes the boulevard will have at various sections. Among the possibilities are two lanes, four lanes, four lanes divided, or a combination of the three, DeSantis said.





**FINAL DESIGNATION
NATIONAL NETWORK
MARYLAND
5/31/84**

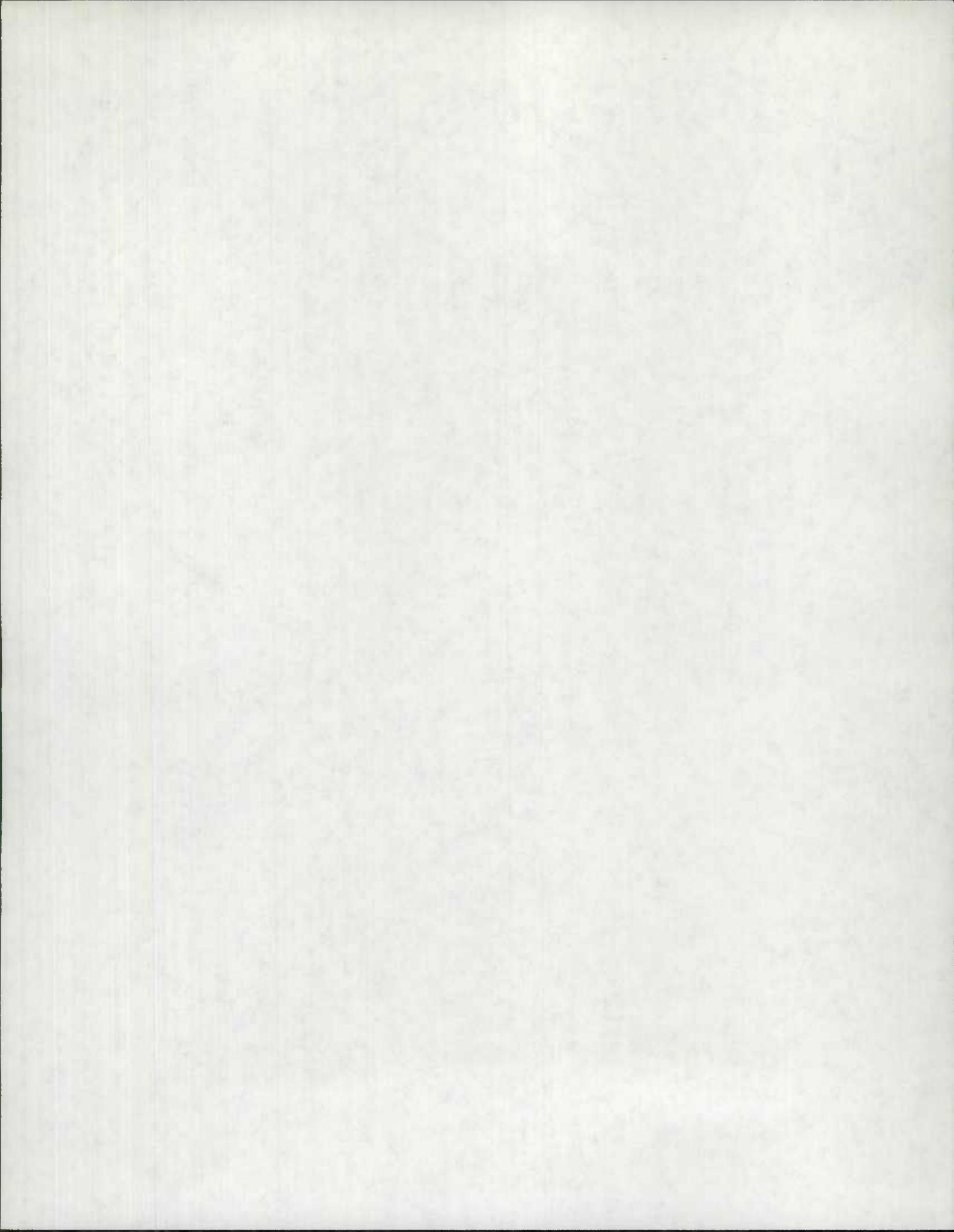
394.80

MARYLAND DESIGNATED ROUTES

The entire Interstate System plus the followings:

ROUTE NO.	FROM	TO
MD 3	U.S. 50/301 Bowie	I-695 Baltimore Beltway
MD 4	I-95,	U.S. 301 Upper Marlboro
MD 10	MD 648 Glen Burnie	I-695 Baltimore Beltway
MD 100	MD 607 Jacobsville	MD 3
MD 201 (Kenilworth Ave.)	U.S. 50 Cheverly	D.C. Line
MD 295	I-695 Baltimore Beltway	I-95 Baltimore
MD 695	I-695 at MD 3 near Glen Burnie	I-695 at I-95 near Kenwood
MD 702	I-695 East of Baltimore	Old Eastern Avenue
U.S. 13	Virginia State Line	Delaware State Line
U.S. 15	U.S. 340 Frederick	MD 26 North of Frederick
U.S. 40	MD 639 Cumberland	I-70 Hancock
U.S. 40	U.S. 340 Frederick	I-70 Frederick
U.S. 48	West Virginia State Line	MD 639 Cumberland
U.S. 50	MD 201 Kenilworth Ave. Cheverly	U.S. 13 Bypass Salisbury
U.S. 301	Virginia State Line	Delaware State Line
U.S. 340	MD 67 at Weverton	U.S. 40 in Frederick

Note: Operating restrictions may be enforced on I-895 Harbor Tunnel Thruway. Alternate routing is available via MD 695 and the Francis Scott Key Bridge or I-695 Baltimore Beltway. For specific information, contact the Harbor Tunnel Thruway, P. O. Box 3432, Baltimore, MD 21225, telephone (301) 355-3500



corners."

Residents who use Benfield Road wish the process could be sped up, while homeowners living near the proposed road don't ever want to see the project completed.

"The East-West Boulevard has

conditions existing on the Benfield-Evergreen Road corridor where the traffic has been increasing yearly," he said.

But residents in Elvaton Acres believe existing and currently planned roads can handle the east-

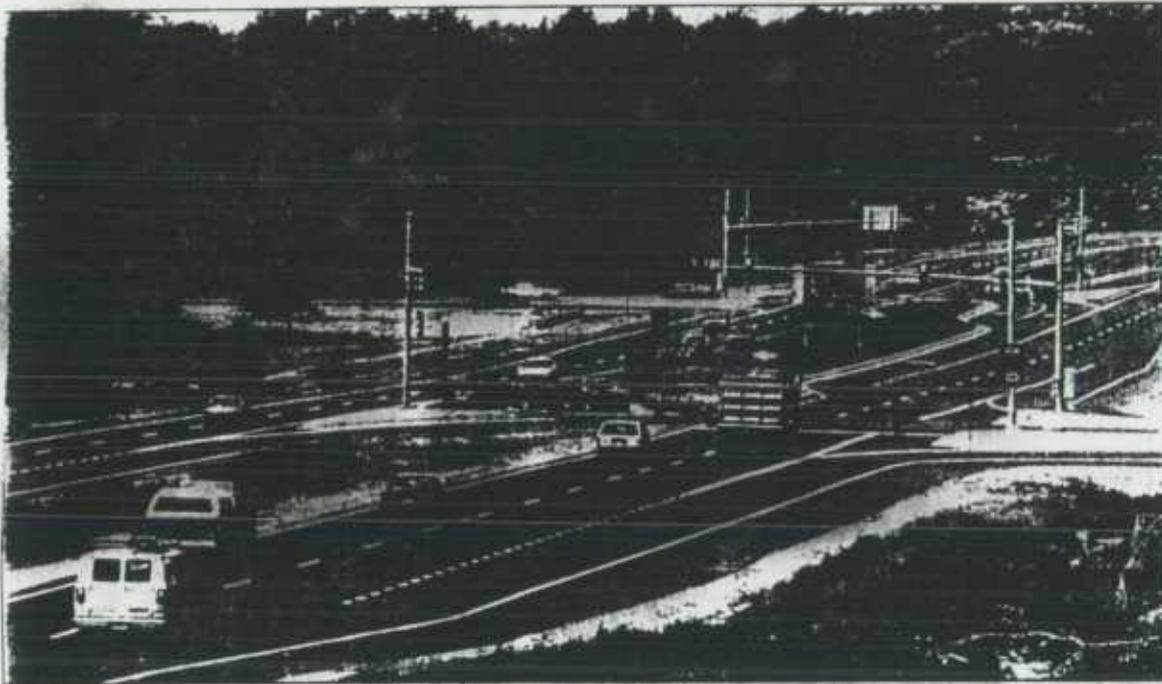
side protesters concerns need to be taken into account, but the road is being built for the entire area, said Councilwoman Baker.

She said it will benefit the Elvaton area as well as the Benfield Road and Ritchie Highway corridors.

MD 32

Capital 5/9/89

Route 32 opens through Fort Meade



Commuters enjoy a respite from the usual hassles of Fort Meade traffic with the new extension of Route 32 connecting routes 198 and 175. Area motorists no longer have to travel through the middle of Fort Meade on their way in and out of west county and soon may be able to drive straight through from I-97 to Laurel.

Photo by Stephanie Gross-Harvey

New link will speed traffic through base

By GABRIELLE deGROOT
Staff Writer

Local motorists have been granted at least a brief respite from traffic in their daily commute with the opening of the Route 32 extension through Fort Meade.

The new Patuxent Freeway, which opened May 1, connects routes 175 and 198 just east of the Baltimore-Washington Parkway and provides commuters with an alternative route through Fort Meade and west county.

"The purpose of this highway was to get motorists out of the heart of Fort Meade," said Joe Eborn, inspector for the State Department of Highway Administration. "Fort Meade is still on both sides of the highway, but you now bypass headquarters."

State highway officials indicated that the next phase of Route 32 construction will begin in about two weeks with a bridge over Route 175 and across 170 to meet the new Interstate 97. Within five years, project engineers anticipate the completion of a full interchange at Routes 198 and 32.

"This area is growing so fast,"

'Fort Meade is still on both sides of the highway, but you now bypass headquarters.'

said Ben Rent, project engineer for the state transportation department. "It won't be too much longer before we'll need a full interchange" to expedite traffic flow in and out of west county.

The new extension of Route 32 marks the completion of the preliminary phase of the project, Rent said, and may cut driving time by as much as seven minutes.

Commuters who formerly traveled through the middle of Fort Meade on their way from Laurel can now pick up the new 32 all the way to Route 175.

"Once people find the new road, we'll be getting traffic from Columbia also," Rent said. "We expect it to be well traveled."

Maryland Gazette 5/10/89

Overlooked law could curb Severn sediment

By SCOTT HARPER
Staff Writer

A 1973 law that local environmentalists say will curb erosion and sediment pollution in the Severn River has been ignored until now because, as officials explained, no one knew it existed.

The law, printed in the Annotated Code of Maryland, requires the state to obtain ap-

"If these other projects can live by the law, I don't see why they can't," he added.

Erosion and sediment runoff are considered serious environmental hazards. They carry pollutants into waterways, smother them and smother underwater grasses that fish and waterfowl need for food and habitat.

Environmental groups, led by the Severn

nothing of the law until county environmentalists discovered it late last year and demanded it be honored.

The department gives the SHA much freedom in its sediment control planning. The SHA has its own standards that are "tailor-made" to the large amount of earth-moving inherent in highway construction, said Paul Clement, chief of the plan review

doing everything right, and yet there's so much muck going into the water, you know something's not quite right," said Lina Vlavianos, an environmental activist and Severn River Commission member whose specialty is sedimentation.

Her comments were aimed at recent sediment runoff found in Weems Creek, located near work sites on the Route 50

state highways. Project costs would skyrocket, he added.

Stein also said that compliance would not necessarily mean greater environmental protection for waterways.

"I don't think any good would come from it," Stein said of complying with the 1973 law. "I don't think there's anything more effective than what we're doing right now."

I-97 / Patuxent Blvd
(MS 665)

ANNE ARUNDEL COUNTY cont.

State closes crossover at W. Benfield

By CHRISTY WISE
Severna Park Staff Writer
The State Highway Administration has finally closed the West Benfield Road crossover to the southbound lanes of Route 3 as part of the Interstate 97 construction project, officials said.

The crossover, which was barricaded Tuesday, had been slated for closing in February, but the move was delayed so crews could widen Benfield Boulevard to handle more traffic, said Roger Brown, project engineer for the SHA.

With the crossover closed, motorists still will be able to turn north on Route 3 West Benfield, and east onto West Benfield from Route 3 north.

But to travel south on Route 3 from West Benfield, drivers will have to turn north onto Route 3 and make a U-turn at Benfield Boulevard.

Southbound drivers will no longer be able to turn onto West Benfield Road. Instead, they will have to turn at Benfield Boulevard.

The highway administration had plans to close the crossover as early as November, but after meeting with Sen. John A. Cade, R-Severna Park, and Del. John G. Gary Jr., R-Millersville, agreed to make improvements on Benfield Boulevard before shutting off the crossover.

The legislators intervened on behalf of residents concerned that additional traffic on Benfield Boulevard from West Benfield would create congestion.



By M. Monica Williams -- The Capital

A third westbound lane on Benfield Boulevard was added to accommodate the additional traffic.

The closing is necessary because dirt being used to build the new northbound lanes of I-97 must be moved across the median, state highway officials said.

The traffic changes also allow the SHA to reopen a ramp from Route 178 onto Route 3, providing access to several businesses, Brown said.

"That should be opened sometime in the next week, weather permitting," he said.

After receiving complaints from Gus Herams, owner of Gus's Getaway Lounge, and other merchants on the strip, the legislators asked highway planners to reconsider the ramp closing.

Shutting off the ramp created a cul-de-sac which isolated the businesses, and there was no direct route back onto Route 3.

'Opening delayed for Route 50 exit

The long-awaited opening of a new exit off eastbound Route 50 to Riva Road has been delayed until Wednesday, State Highway Administration officials said.

The first leg of the Patuxent Boulevard project will not open today as scheduled because construction crews have not finished.

"They still need to do some painting," SHA spokesman Michael Johnston said.

The new Patuxent Boulevard exit is located just east of the intersection of Interstate 97 and Route 50, about 1/2 mile west of the West Street exit.

The Patuxent ramp intersects with Riva Road just south of Womack Drive, near the Annapolis Science Center.

Officials hope that the new ramp will ease the traffic backup that plagues the West Street exit off eastbound Route 50.

Bridge work done

After nearly seven months of detours, Crofton residents will again be able to drive straight down Defense Highway to Annapolis via Route 450.

The State Highway Administration recently completed much-delayed work on a bridge west of St. Stephens Church Road.

The work, which cost approximately \$650,000, originally had been scheduled for completion before Christmas at a cost of \$540,000.

Winter weather and unanticipated construction difficulties caused the delays, said John Johnson, the project engineer.

More delays may be ahead as C&P Telephone Co. works on its lines and the SHA blacktops the entire roadway from Baldwin Avenue to Annapolis this summer, Johnson said.

Capital
4/4/89

Capital
4/10/89

Capital 4/6/89

D A I



MD 665



By David W. Trozzo — The Capital

A truck tipped over and ripped open, spilling its load of chicken parts on Route 50 east just before Cape St. Claire Road at 4:30 a.m. yesterday.

Capital 4/2/89

GET AROUND

1st leg of Patuxent Boulevard opens Monday

By EVE ROSE
Staff Writer

Beginning Monday, motorists traveling eastbound to Annapolis on Route 50 will have a new way to get off the busy highway and into the crowded city.

The state plans to open the first leg of the Patuxent Boulevard project, connecting eastbound Route 50 and Riva Road.

The new section is expected to relieve traffic on Route 50, which piles up daily as commuters try to get off at the West Street exit.

Traffic is often backed up on the ramp and onto the highway. The overflow is dangerous, state police have said.

The new Patuxent Boulevard exit is located just east of the intersection of Interstate 97 and Route 50, about a half-mile west of the West Street exit.

The Patuxent ramp intersects with Riva Road just south of Womack Drive, near the Annapolis Science Center.

The full Patuxent Boulevard project, which will stretch from Route 50 to Chinquapin Round Road, is expected to be completed by spring of next year or the fall of 1991.

When finished, the new road will provide motorists with options to go almost anywhere in and out of Annapolis.

The four-lane boulevard, which will cost an estimated \$75 million, is not being built on any current roads.

It will extend past Riva Road to intersect with Route 2 before ending at Chinquapin Round Road.



By M. Monson Williams — The Capital

Officials are hoping that opening the first leg of Patuxent Boulevard will help ease traffic congestion on eastbound Route 50.

The Riva Road intersection is now controlled by traffic lights, but ultimately will be replaced by an interchange.

The same thing will happen at the Route 2 intersection. The intersection with Chinquapin Round Road is to be controlled by traffic lights.

In its final form, Patuxent will allow eastbound and westbound motorists to leave Route 50. It will also allow city drivers to get on the highway, going east or west.

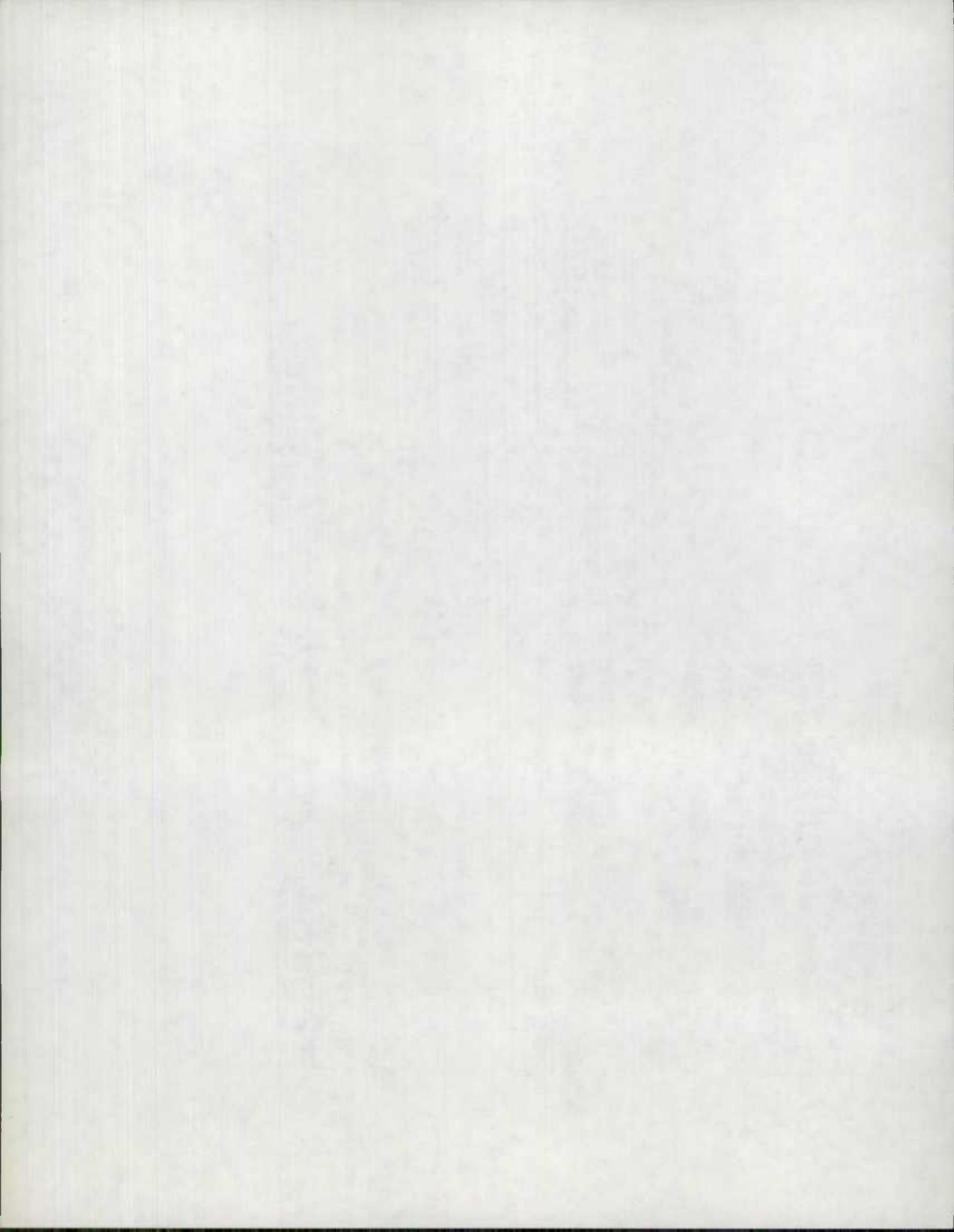
The five leg of the boulevard is only partially complete, because there is no access to the road from westbound Route 50 and there is no way to get on Patuxent Boulevard from Riva Road.

Capital 4/7/89



By George R. Lovelace — The Capital

Drivers should soon be able to avoid backups near the exit off Route 50 to West Street when the first leg of the new Patuxent Boulevard opens Monday.



BALTIMORE COUNTY CON'T.

York Rd. underpass to be razed

Lisa DeNike

The old underpass has been a fixture in Cockeyville for nearly half a century.

But come next spring, it will become nothing but a pile of rubble as the State Highway Administration razes it to make way for a new, five-lane York Road in that half-mile area.

York Road already has been widened to five lanes from Beaver Dam Run Road to Shawan Road, and is presently being widened from Industry Lane to south of the underpass.

Replacing the circa-1930s underpass with a new roadway will connect the two already-widened areas, allowing for smoother flow of traffic and lessened congestion during rush

hour, says Robert Olsen, district engineer for SHA.

"The whole Hunt Valley/Cockeyville area is becoming more and more developed, which means traffic is getting worse and worse. The underpass creates a bottleneck of traffic that we want to eliminate," Olsen says.

Razing the underpass is a "major project" and will cost nearly \$8 million, including design and construction. Olsen estimates that it will take at least a year to complete.

"It's quite complicated and time-consuming to remove the whole underpass, fill it in and bring the road bed back up to where it should be," Olsen explains.

During construction, traffic will continue to flow on small service lanes on either side of the road.

Although many Cockeyvillians will be sorry to see the old underpass go, it really does present a hazard to traffic and general safety because it was built on a flood plain, says Olsen.

"Back during Hurricane Agnes in 1971, someone drowned in there," he explains. "We haven't had anything like that since then, but we have had to close it during particularly heavy storms because of flooding."

The State Highway Administration also plans to replace the existing bridge at Beaverdam Run with a three-span structure across a 135-foot wide waterway. The current bridge spans a 44-foot wide waterway.

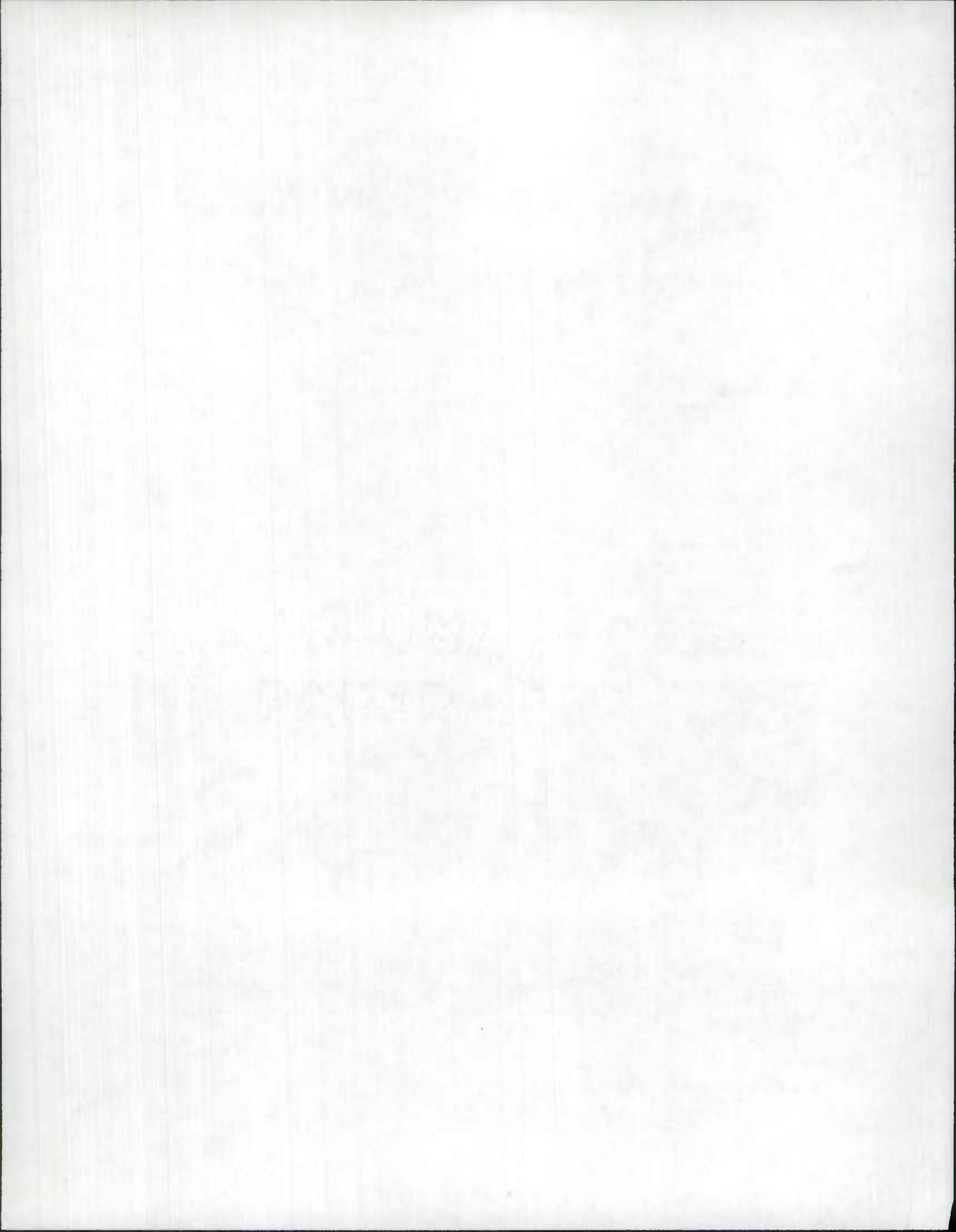
The state department of natural resources currently is taking requests for hearings on both constructions.



Photo by Joseph Kohl

Soon, the State Highway Administration will tear down this underpass to make way for the five-lane York Road.

Jeffersonian 5/11/89



Intersection to replace bridge to WM Mall

By Michael Ruby

The first step toward improving traffic circulation in the White Marsh area is more than half completed.

Construction crews have about a couple more months worth of work left on the first job for the proposed \$40 million extension of White Marsh Boulevard from Interstate Route 95 to the Beltway.

Though bids on the actual road construction will not be accepted until later

this summer, work already has begun on relocating the water pipe that connects the Susquehanna River with Baltimore City.

When the boulevard is extended, a new intersection at Honeygo Boulevard will be constructed, removing the existing bridge overpass, which was only a temporary measure. Instead, a traffic signal will monitor cars going through the at-grade crossroads.

Some grading is required to achieve

the proper elevations for the desired White Marsh and Honeygo connection. Since the road bed will be considerably lower, about 200 feet of the 108-inch water pipe that currently runs under Honeygo Boulevard must be moved. The pipeline, which serves as a reserve water supply for the metropolitan region, will be moved 20 to 25 feet towards the White Marsh Mall and buried 20 feet deeper.

"What's at the interchange now is a

bridge and underpass," Martin Cohn, project engineer for the highways division of the State Highway Administration (SHA), said. "The pipeline follows the existing contours. Since the (proposed) intersection will be pretty flat, the pipeline has to be put deeper."

Construction on relocating the water pipe started in February and should be completed by July, according to William Townsend, a worker on the

project.

"We're setting pipe right now and will be ready to tap into the remainder of the line shortly," he said. "So far we've been on schedule. But we're about to find out if the concrete casing surrounding (a section of) the pipe will be in the way when they cut the hill down. That could require some more work but we'll still be done this summer."

The Honeygo and White Marsh

the other so it makes sense to do it this way.

"We won't be doing the Honeygo Boulevard intersection until about the second year of the project. The work at Perry Hall Boulevard must be finished before we start on Honeygo," he added.

When completed, White Marsh Boulevard will have its own, though partial, Beltway interchange located about mid-point between Exits 31 and 32 where the lanes separate. Instead of a complete cloverleaf interchange, only cars traveling eastward on the inner loop will be able to get onto the extended White Marsh roadway.

And only motorists traveling westward on White Marsh Boulevard will be able to get onto the outer loop at the new interchange.

boulevard's intersection is not expected to be completed for another couple of years. But SHA officials decided the waterline relocation should be done first.

"We wanted to be sure that if there was a drought and the pipeline was needed, we wouldn't be the only holding it up," engineer Cohn said.

The proposed at-grade intersection is expected to help improve traffic

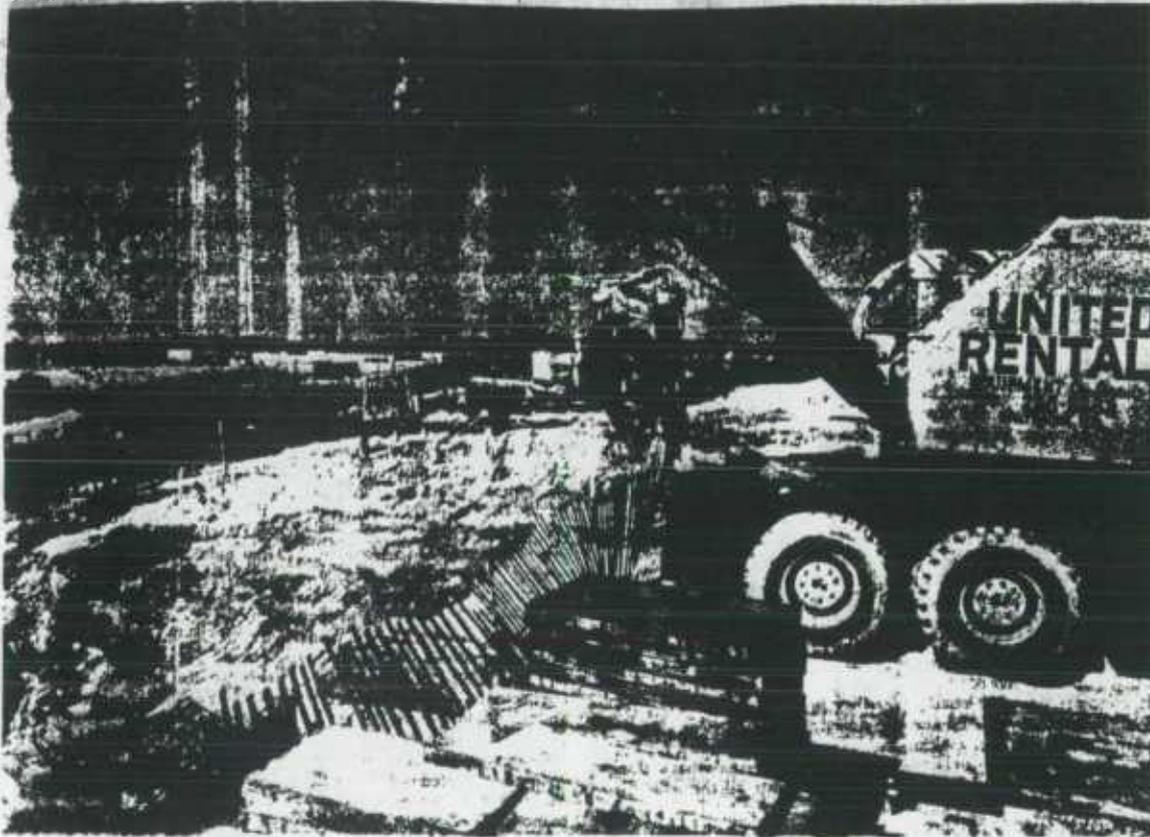
(Continued on Page A-3)

(Continued from Page A-1)

flow through the area. "There may be some difficulty at first getting used to the traffic signal," Craig Forrest, the transportation projects coordinator for Baltimore County's Office of Planning and Zoning, said. "But eventually, it should be better than the existing bridge and underpass system there now."

Work on the four-mile long extension of White Marsh Boulevard will begin this December and take three years to finish, SHA engineer Cohn said.

"We'll do the whole project pretty much at the same time, though we'll start at each end and work towards the middle," he said. "We're cutting in (to the earth) at one end and filling in



David Crook

CONSTRUCTION CREWS continue to work on a major water pipeline being re-located in the White Marsh Mall area near Honeygo Boulevard.

Essex Times
5/11/89

Hickey school land proposed for park

Lou Panos

the idea

emphasizing placement of youngsters



US 50/301

QUEEN ANNE'S COUNTY

New Kent Island overpass opens

By ANDREA WATTERS
Kent Island Staff Writer

Kent Island residents today regain their island, which has been gridlocked by beach-bound traffic for five years.

With the opening of a new overpass — a year ahead of schedule — residents on both sides of Route 50/301 will have easier and safer access across the highway.

The \$4 million overpass also eliminates the island's two traffic lights, which will be turned off next week. Traffic tie-ups are expected to move off the island,

toward the two lights in Grasonville.

The overpass will alleviate excessive traffic that island residents have endured for several years. And the ocean-bound will benefit from being able to reach the beach more easily.

The new overpass also will save lives, Queen Anne's County Commissioner Wheeler R. Baker told Gov. William Donald Schaefer and state officials at a dedication ceremony on top of the overpass yesterday.

"I've seen dozens of accidents

from my store," Commissioner Baker said.

Baker's Liquors is at the corner of Cox Neck Road, which intersects Route 50.

"My daughter's boyfriend was involved in an accident two weeks ago at the other light. And a few months ago, my sister-in-law was in an accident further down the highway," he said.

"I've been seeing this happen for the best part of 20 years. During the last five years, it's been especially bad."

At the request of House of Dele-

gates Speaker R. Clayton Mitchell, D-Kent, the governor told the State Highway Administration to speed up the project, Gov. Schaefer said.

Maryland residents *should* expect the state to move quickly, he said.

"There's no reason everything can't be done if you put your mind to it. I just insist on it being done now," Gov. Schaefer said.

"I'm particularly happy that the governor is impatient," Commissioner Baker said.

Gov. Schaefer, who received co-
(See ISLAND, Page A10)

Can't. on next page



RECEIVED

STATE OF CALIFORNIA

QUEEN ANNE'S COUNTY *CON't.*

CON't. from previous page

ISLAND

(Continued from Page A1)

pious praise for his "Do it now" theory, was quick to commend SHA engineers and the contractors, Mc-Lean Contracting Company of Baltimore, and David A. Brambie Inc. of Chestertown.

"You could have fought me. You could have said it's impossible to speed it up a year," he said.

The overpass was originally part of the new Kent Narrows Bridge construction project which began last month.

The new, 65-foot-high bridge and two more overpasses in Grasonville are part of an \$80 million program

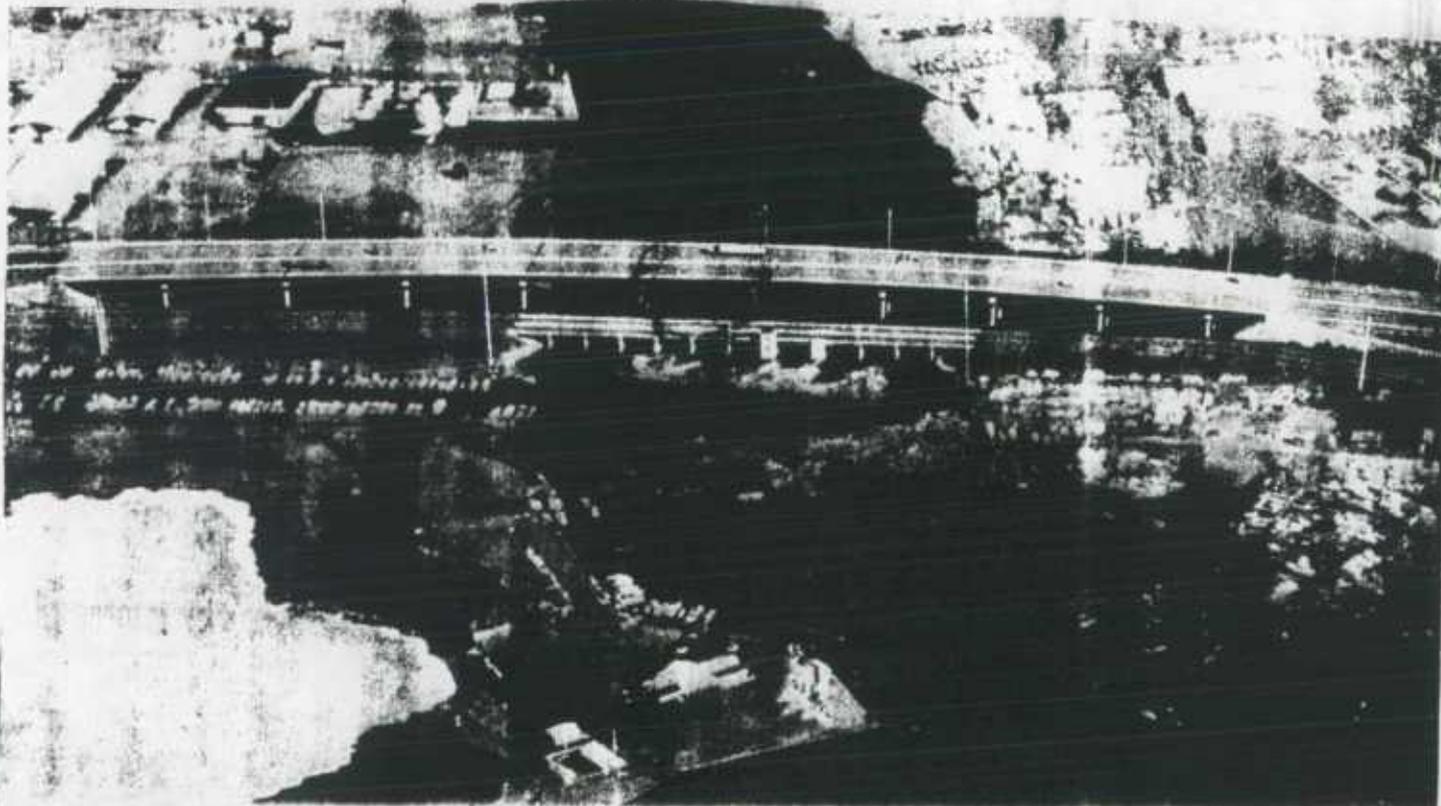
designed to increase safety and improve traffic flow from Kent Island to the Route 50/301 split in Queens-town.

When completed in May 1991, the new bridge will eliminate the bottleneck caused by opening the existing Kent Narrows drawbridge.

Despite many residents' reluctance to accept change, more people will move to the Eastern Shore and buy second houses there, Gov. Schaefer said.

The governor said he understands residents' concerns.

"You're going to have more people. That's just too bad. . . . But we'll make it as easy as possible for people who live here."



*Capital
5/25/89*

US 50/301

QUEEN ANNE'S COUNTY CON'T.

Interchange overpass stirs residents' concern

By ANDREA WATTERS
Kent Island Staff Writer
If getting to Ocean City is part of the rat race, getting around Kent Island is more like a rat's maze.

About 30 residents last week scratched their heads while looking over State Highway Administration maps depicting the new interchange which will eliminate the lights at Cox Neck Road and Route 552.

"The story is, you can't get from here to there," said Morris Jones, executive director of the Queen Anne's County Chamber of Commerce.

With the elimination of the lights, there will be no left turns off Route 50/301, only right turns on and off the highway, similar to the set-up Thompson Creek Road, said Jack Williams, district engineer.

A light is being installed at Route 18 and Route 552, but residents asked about a light where the overpass meets Route 18.

SHA officials want to "see how it goes" before installing a light at the overpass and Route 18.

Traffic coming off both the south

and north ends of the overpass will have the right of way, even on left turns. Traffic already on Route 18 must stop before turning left onto the overpass and yield to traffic from the overpass.

Traffic on Castle Marina Road must stop and yield to traffic coming off the overpass.

The biggest complaint from residents was the lack of a cloverleaf.

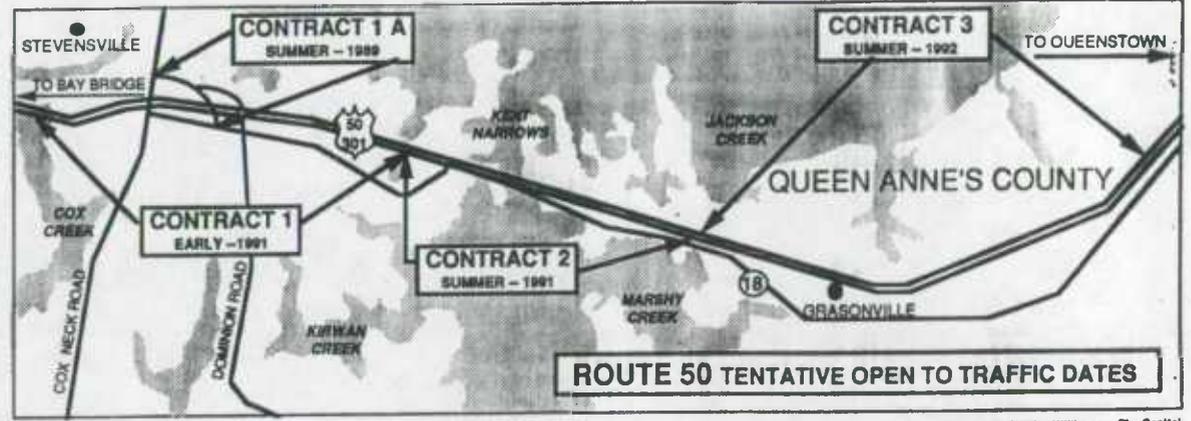
But SHA officials said the locations have been studied since 1985 and there was no room for a cloverleaf interchange.

"There's so much development, there's nowhere to put the interchanges," said Ed Schatz, a state highway engineer.

Despite the confusion, Commissioner Wheeler R. Baker is convinced the overpass will make life easier.

"We can't get around now. At least we'll have a way to cross Route 50," Commissioner Baker said.

Before the overpass is opened, variable message signs will alert drivers to the opening of the new



By M. Monica Williams — The Capital

overpass, before Memorial Day Weekend.

Further east, construction of the new six-lane Kent Narrows Bridge is underway.

The county, however, was the only utility company to move its sewer line in time for construction, said

Lawrence Morris, director of the Department of Public Works.

In April, SHA awarded the \$35.4 million contract to the joint venture of McLean Contracting Company of Baltimore and David A. Bramble Inc., of Chestertown.

The concrete beam and steel gir-

der structure will be built 100-feet north of the existing four-lane drawbridge and provide a 65-foot clearance for boat traffic at the narrows.

The project also includes widening the highway from four to six lanes from east of Piney Creek Road to east of Jackson Creek Lane.

The old drawbridge will remain in use for local traffic.

SHA officials will meet with residents again Saturday at 10:30 a.m. at Stevensville Middle School to answer questions. Large maps of the improvements will be on display.

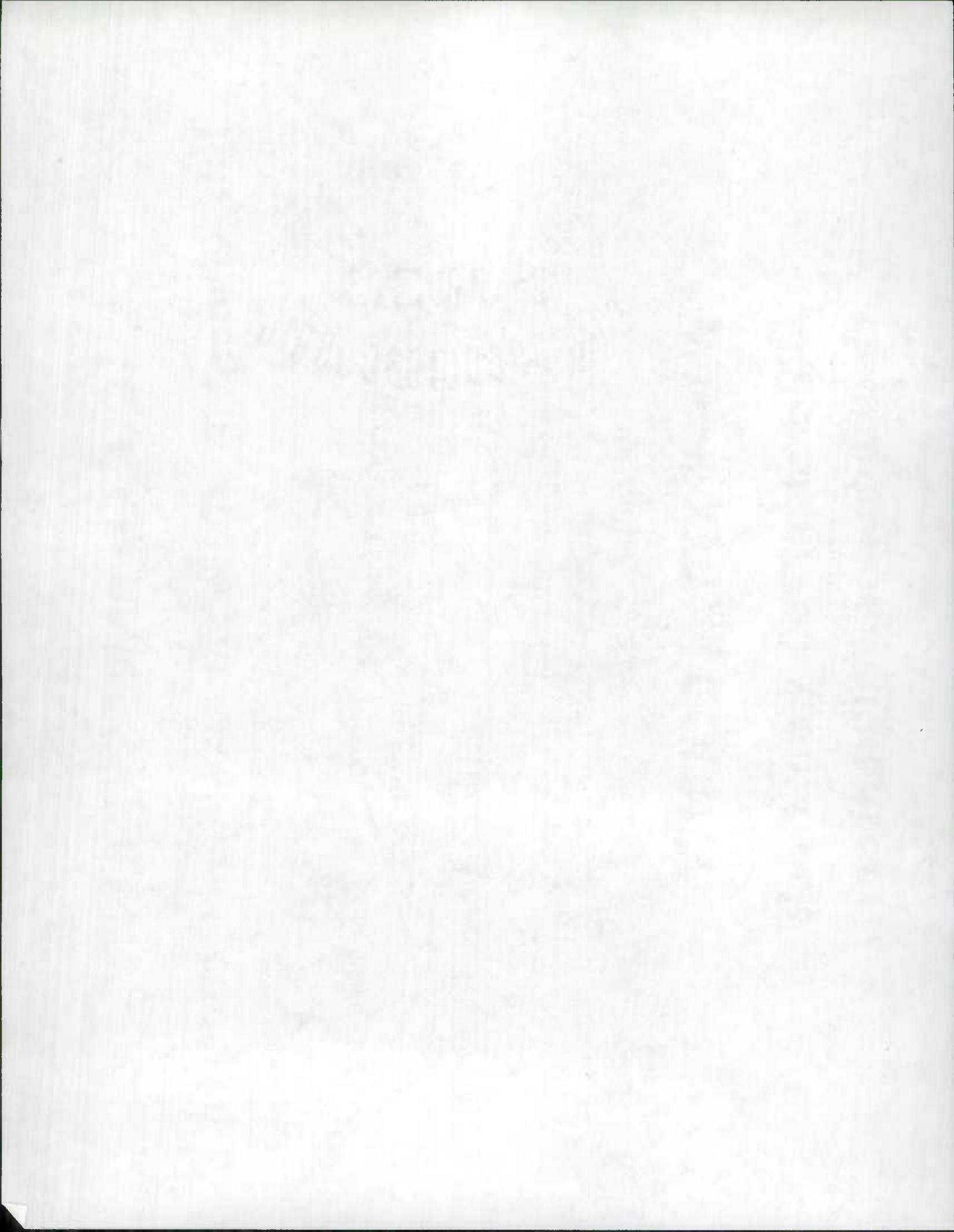
Capital 5/3/89

WASHINGTON COUNTY

Mineral oil spill from truck cleaned up in Williamsport

By CLYDE FORD

The contaminated soil was dug Deputy Forrest Sprecher.



ANNE ARUNDEL COUNTY *cont*

Rain slows Route 50 work

Construction of Route 2 intersections behind schedule

By EVE ROSE
Staff Writer

It's impossible not to notice all the highway construction along Route 50: the lanes feel narrower every day, new ramps pop up unexpectedly and bulldozers seem to line up like tanks.

Despite the look of things, recent highway construction has been moving along very slowly in certain areas.

Whose fault is it?

Mother Nature, say State Highway Administration officials.

They say heavy rains this summer have caused major delays in construction projects around the county.

"It's pretty significant in some areas, but we're not sure yet how long the delays will

be," said Mike Ulrich, an SHA engineer.

"The problem is mostly with paving. It can't be done in the rain."

The county broke rainfall records in May and June.

While it is not clear how many days have been lost at various projects all aimed at upgrading Route 50 to Interstate 68, officials say certain projects have had to be put off until the fall.

ROUTE 2 INTERCHANGE

As part of construction for a new interchange at Route 2 and Route 50, workers must build a new overpass to be located just west of the current Route 2 exit.

During construction of this overpass, SHA

will close a half-mile portion of westbound Route 50 for 18 months. A two-lane detour will take traffic around the construction and back to Route 50 near the Ramada Inn.

The detour will travel down what is now the exit for Route 2 south from Route 50 west. Motorists can either veer left for Route 2 south or continue straight and get back onto Route 50.

The detour, which eventually will serve as the Jennifer Road exit, was supposed to be in place this summer. However, heavy rains will push completion of the ramp back until the fall or winter.

In general, the Route 2 and Route 50 interchange is still in the infant stages of construction. Besides the new ramp to and from Jennifer Road near Annapolis Mall, it

(See ROADS, Page A12)

"We plan to leave them open as long as we can and will not close them until we absolutely have to do so. We try to be as nice as we can."

"I want to stress that all of these schedules are subject to change."

ROADS

(Continued from Page A1)

also will include construction of a new diamond-shape interchange at West Street and Route 2.

That interchange will take through traffic traveling on Route 2 or exiting off the highway to Route 2 underneath West Street. Local West Street traffic still will have to stop at traffic lights.

Construction of new ramps for westbound traffic exiting Route 50 to get to Route 2 are currently under construction. Other work on the Route 2 interchange is just begin-

ning and most of it is still in the planning stage.

ROWE BOULEVARD INTERCHANGE

Despite some slowdowns, construction on the Rowe Boulevard interchange is progressing steadily, Ulrich said.

The \$22 million new interchange is expected to be completed by December 1990. It will allow traffic traveling on Rowe Boulevard to go east or west on the highway.

Part of the plan calls for the closing of the Ridgely Avenue ramp — a major source of controversy in

the community because some residents did not want them to be closed.

Ulrich said the ramps will remain open until the very end of the project.

"We plan to leave them open as long as we can and will not close them until we absolutely have to do so," Ulrich said.

"We try to be as nice as we can."

The Pafel and Riverview ramps are not scheduled to be closed until next summer. The Ridgely Avenue bridge over Route 50 will be closed for nine months, starting in the fall, so it can be rebuilt, Ulrich said.

"I want to stress that all of these schedules are subject to change.

depending on the weather and other factors," he said.

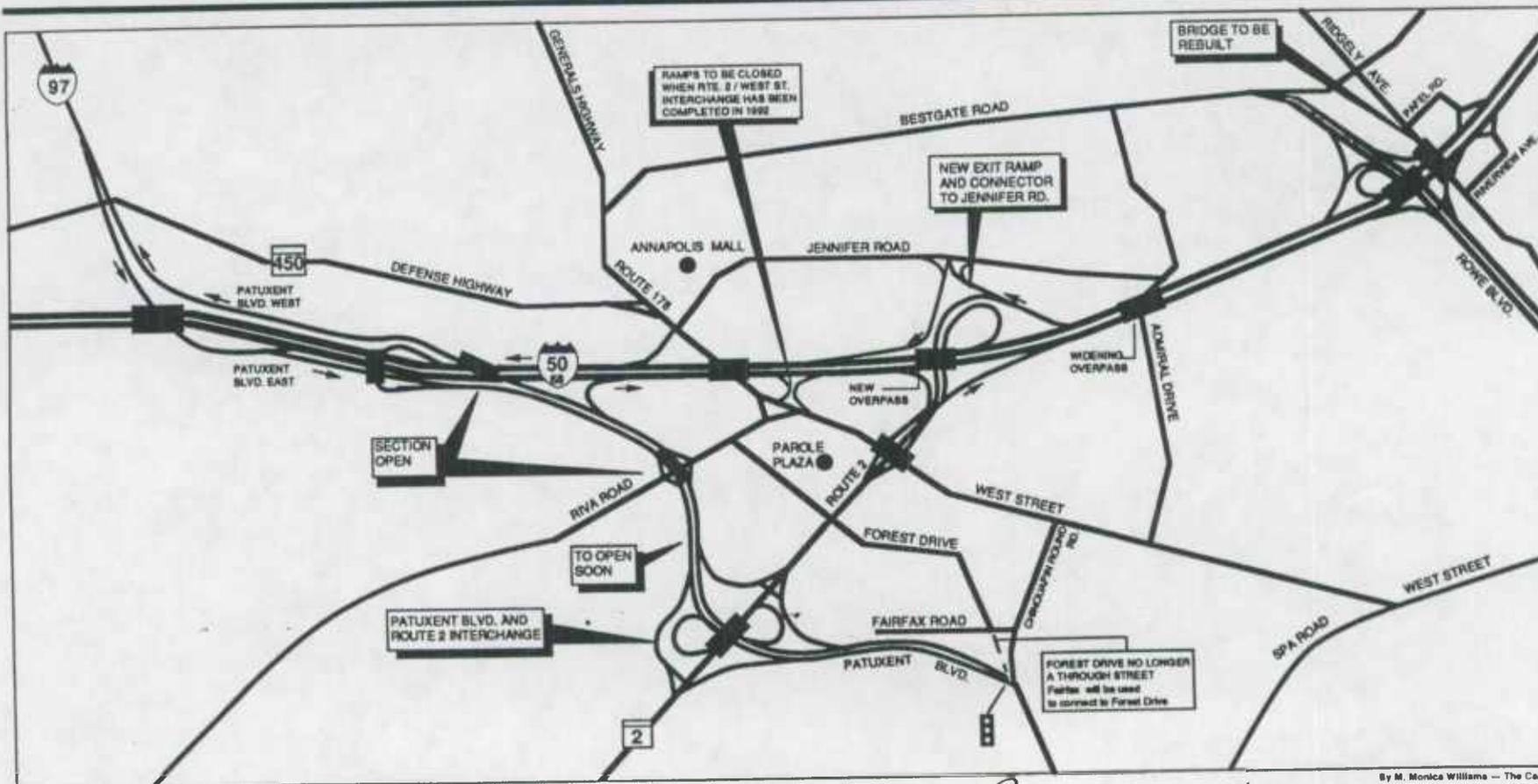
A new ramp taking northbound traffic on Rowe Boulevard to eastbound Route 50 should open within the next 30 days. And a new ramp from westbound Route 50 to southbound Rowe Boulevard is scheduled to open in mid-fall. Soon after a new ramp leading from northbound Rowe Boulevard to westbound Route 50 will open.

When the new Rowe Boulevard interchange is completed, traffic from Bestgate Road will be able to travel down a Rowe Boulevard extension and go east or west on the highway.

PATUXENT BOULEVARD

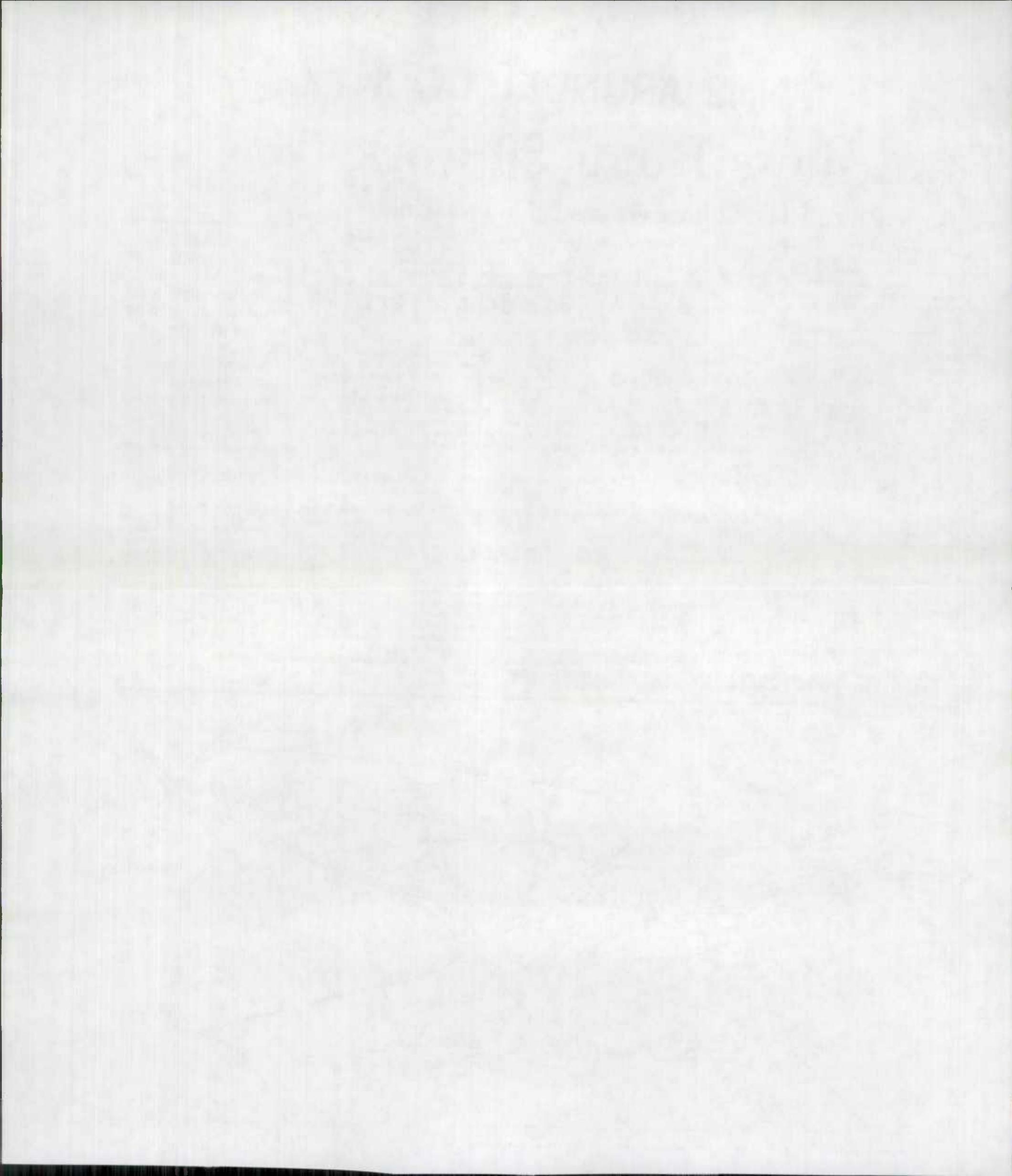
Another big change on the way will occur at the Patuxent Boulevard exit currently taking traffic from eastbound Route 50 to Riva Road. In the next few months, Ulrich said the road will be extended and will take motorists heading toward Annapolis as far as Route 2.

Patuxent Boulevard is still not open to traffic headed from Annapolis to the highway or from westbound Route 50 to Annapolis. Ultimately, Patuxent Boulevard will feed into Forest Drive at what is now Chinquapin Round Road.



Major interchange projects along the Route 50 corridor. Most are running behind schedule because of this summer's rain.

Capital 7/30/89



Md 140

BALTIMORE COUNTY can't

Ghost roads But are they back to haunt?

By TERRY SCHUETTE
Staff Writer

Some Kenilworth residents are going to bed these nights with visions of Derbyshire dancing in their heads.

Nothing against Derbyshire, but they are not dreaming sweet dreams.

What they fear is increased traffic from possible future development of the northwest quadrant of the Route 50-Route 301 interchange without such development having direct access to Route 3.

Mayor Richard Logue said last week that the city may wind up in court over precisely that issue.

While only a single farmhouse currently occupies the 110 acres of desirable land, a Northern Virginia developer has a contract to purchase the property for development.

And the pending new Master Plan would allow denser development than permitted under existing zoning.

City Planning Director Jim Cronk said last week that the city "is anticipating a request" from the Radcliffe Cali Co., but none had yet been received.

The city recently erected barriers on Kinderbrook Lane, Kernel Circle and Kendale Lane blocking off the rights-of-way for three "stub streets" which appear on early Levitt maps of the Belair subdivision but which were never built.

The streets, which exist only on paper, do have names — Karen Way, Kyler Way and Klimer Way — and connect with the northwest quadrant. Or would, if they existed.

Action to officially close the non-existent streets was taken in April of 1987 by the City Council.

The recent erection of barriers reinforced that action when it became apparent that the State Highway Administration (SHA) was going to close the existing farm driveway off Route 3 as part of the Belair Drive intersection.

That will effectively landlock the property, shutting off access not only to the farmhouse but to the entire northwest quadrant.

SHA wants Bowie to grant access to and from the property through Kenilworth streets but the city is resisting.

When asked what happens next, Mayor Logue said, "It'll probably wind up in court."

In a "Dear Resident" letter last week to people who live on the

affected streets, City Manager Charles Moore said the city is planning "to re-enact legislation to limit access through these streets and is prepared to pursue this right to the fullest extent permitted by law."

"These streets" refers to the three which were once mapped but never built. But if access to Kenilworth from the northwest quadrant were to happen, traffic could eventually funnel from one or more of these streets onto Kendale, Kinderbrook or Kernel and then onto Belair Drive or Kemberbridge Drive to exit Bowie.

The letter did not mention that SHA is planning to shut off the farm's Route 3 access, though it did say the council "favored access from Route 3" when it enacted the 1987 resolution.

The problem is that whoever is responsible for landlocking the property may have to purchase it since blocking access is akin to condemnation.

The question of who is responsible is probably what the courts may be asked to decide.

Some concerned Kenilworth resi-

dents fear a replay of the Derbyshire situation.

The original plan for that upscale development of 34 acres, north of Belair Drive between Route 3 and Beechtree Lane, called for the sole entrance to be off Route 3. But that access was cut off when state highway officials designed the Belair Drive-Route 3 intersection.

After lengthy discussions, heated debate and angry citizen protest, access to the 64-home development was allowed through Buckingham streets.

Logue said the two situations are different because Derbyshire was approved prior to the cut-off of Route 3 access and because the Buckingham streets used by Derbyshire residents already were in existence.

The northwest quadrant is currently zoned Rural-Residential (R-R) which would allow one house for every half-acre or approximately 200 homes.

But the new Master Plan, now in preliminary final form, zones the property Residential-Suburban (R-S) which could double the number of units permitted if and when the quadrant is developed.

Bowie Blade
7/27/89

Md. 140 looking east from Monterey Drive toward the Md. 27 exchange (at the bridge, splitting the trees). This was taken right after the road opened. Photo, Maryland State Highway Administration.

* Time passes the bypass

CARROLL COUNTY



35 years later Md. 140 changes the face of Carroll

By WENDY WARREN
Staff Writer

You could hardly call it a bypass. The Westminster Bypass was designed to whisk travelers past the hustle of Westminster's Main Street. But, 35 years later, Md. 140 has become another kind of Main Street for Westminster — with the accompanying economic success and growth problems.

This month is the anniversary of the opening of the bypass. The Historical Society of Carroll County is using the occasion to look back at the road — and what it has given to the county.

History

The 140 extension around Westminster opened July 1, 1954, with the governor, the mayor and county officials standing in the rain to dedicate "a modern, beautiful and very useful stretch of dual highway," as then-Gov. Theodore R. McKeldin called it.

The highway — which is also called Md. 140 and Baltimore Boulevard — took travelers four miles around Westminster.

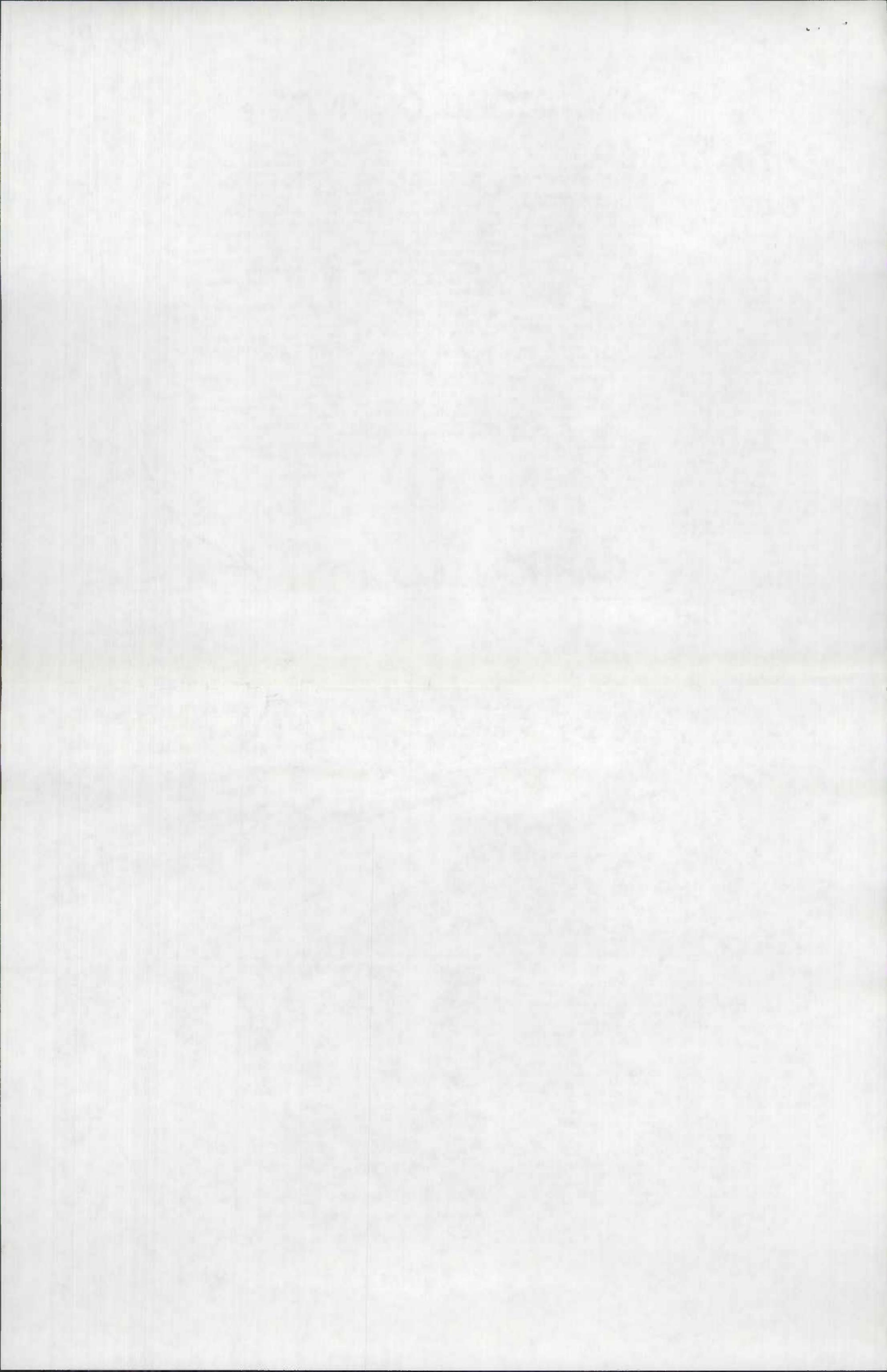
It cost more than \$2.7 million to build, and construction, by the Westminster contractors Thomas, Bennett and Hunter Inc., lasted more than two years.

The addition of 140 changed the county — in shopping habits and residential building patterns. It brought a number of firsts to the county — including the first fast food and the first motel.



Taking part in the dedication of Md. 140 was, from left, Westminster Mayor Joseph Mathais, Governor Theodore McKeldin, Russell McCain, chairman of State Highway Administration and Bramwell Kelly, County Commissioner. Photo, the Historical Society of Carroll County.

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CARROLL COUNTY con't

The economic impact

"Before 140, if you wanted to go shopping, you went to Westminster," said Joe Getty, executive director of the historical society. Now, 140 has plenty of shopping centers and Cranberry Mall.

But competition is slight. "I don't view Main Street as competition," said Colleen Joesph, manager of Cranberry Mall.

Shane White, president of the Westminster Merchants Association, said, "I don't give much thought to it," he said. "We talk a lot about getting customers downtown, but we aren't too worried about it."

The two shopping areas are too separate to compete, both said.

"The great majority of businesses on Main are specialty shops, or

Please see Bypass, A4



Blasting in the ramps onto Md. 140 (top) as workers put the beams in place for the Md. 27 overpass



services," she said. "They don't work in a mall environment."

The first major store to move to 140 was the Westminster Consumer Co-op in 1959. With Woolworth's, it anchored Westminster Shopping Center, the first shopping center on 140. "It began a total change," Getty said.

And more shopping centers followed. Carroll Plaza opened on 140 and Englar Road in 1968. 140 Village opened in 1970 and Crossroads Square opened in 1979.

These new centers attracted national chains to an area once dominated by local merchants. Ames came to 140 Village, and a Sears Catalog Store and Drug Fair came to Carroll Plaza. The national chains followed 140 from Baltimore into the county.

Industry came as well. National Advertising Co., which is now 3M, was one of the earliest, arriving in 1959. Random House, just off the Md. 140 interchange with Md. 27, opened in 1963.

The growth has continued. Now land on Md. 140 is scarce and the prices for land are high, according to Mac Shaw, president of the Carroll County Real Estate Board.

He said only two plots of land are available on 140 — in Englar Business Park and a six-acre lot next to Davis Buick.

There may be other parcels of land available for sale or lease, said real estate broker Michael Mason, but they are either small properties or rental properties.

And land on 140 is in demand, which makes it expensive. Shaw and Mason said zoning laws have limited the land that can be used for commercial development.

The high cost of land from restrictive zoning "hurts local people first," Mason said. "Only the national companies that have financial depth can afford those prices," he said.

Available lots in the 45-acre Englar Business Park sell for around \$250,000 an acre, and the six-acre lot near Davis Buick lists for \$3 million — or \$500,000 an acre, Shaw said. Last year, prices were lower. "I could have hung my hat on prices from \$200,000 to \$300,000," Shaw said.

He called 140 an "artificial market," where the scarcity of the land pushed prices past its real value.

"It's all taken," Shaw said. "But if you can find it and in any way justify the numbers, I'd tell you to buy it."

Tom McGuire of Koon's Toyota said, "We looked at this area because it is an area that is exploding by leaps and bounds."

Koon's Toyota is one of the newest businesses on Md. 140, opening July 14.

"There is a potential for a lot of growth here," he said, "and we'd like to be part of that growth."

"It's the old real estate adage," said Getty. "What are the three most important factors in buying property? Location, location and location."

The strip of shops on 140 offer visibility to merchants, easy parking and space for expansion.

Westminster's first mall, Cranberry, opened in 1987, and again "you had to park and walk, just like you did on Main," Getty said.

Where we live

While most of the new development was commercial, Md. 140 brought in new housing developments as well.

Sullivan Heights, behind Englar Road Shopping Center, was one of the first housing developments built on 140, according to the historical society.

And more are on the way. Five new residential developments are approved or proposed for the area near 140 — three on the road itself.

The developments are single-family homes, duplexes, condominiums or townhouses. They range from Colonial Heights, with 35 units, to the proposed Westminster Nurseries development, which may have as many as 723 units.

When 140 was built, "any subdivision or development that was convenient to it was an

As 140 development has continued, he said, the "question of 140 has become a negative one."

Because of increased traffic on 140, residents who own property on the west side of Westminster — toward Taneytown — "sometimes suffer," he said.

The most recent highway traffic counts — from 1987 — showed an average of 42,000 vehicles passed the intersection of Md. 140 and Md. 97 South each day.



Old billboards that once stood along Md. 140. Photos, the Historical Society of Carroll County.

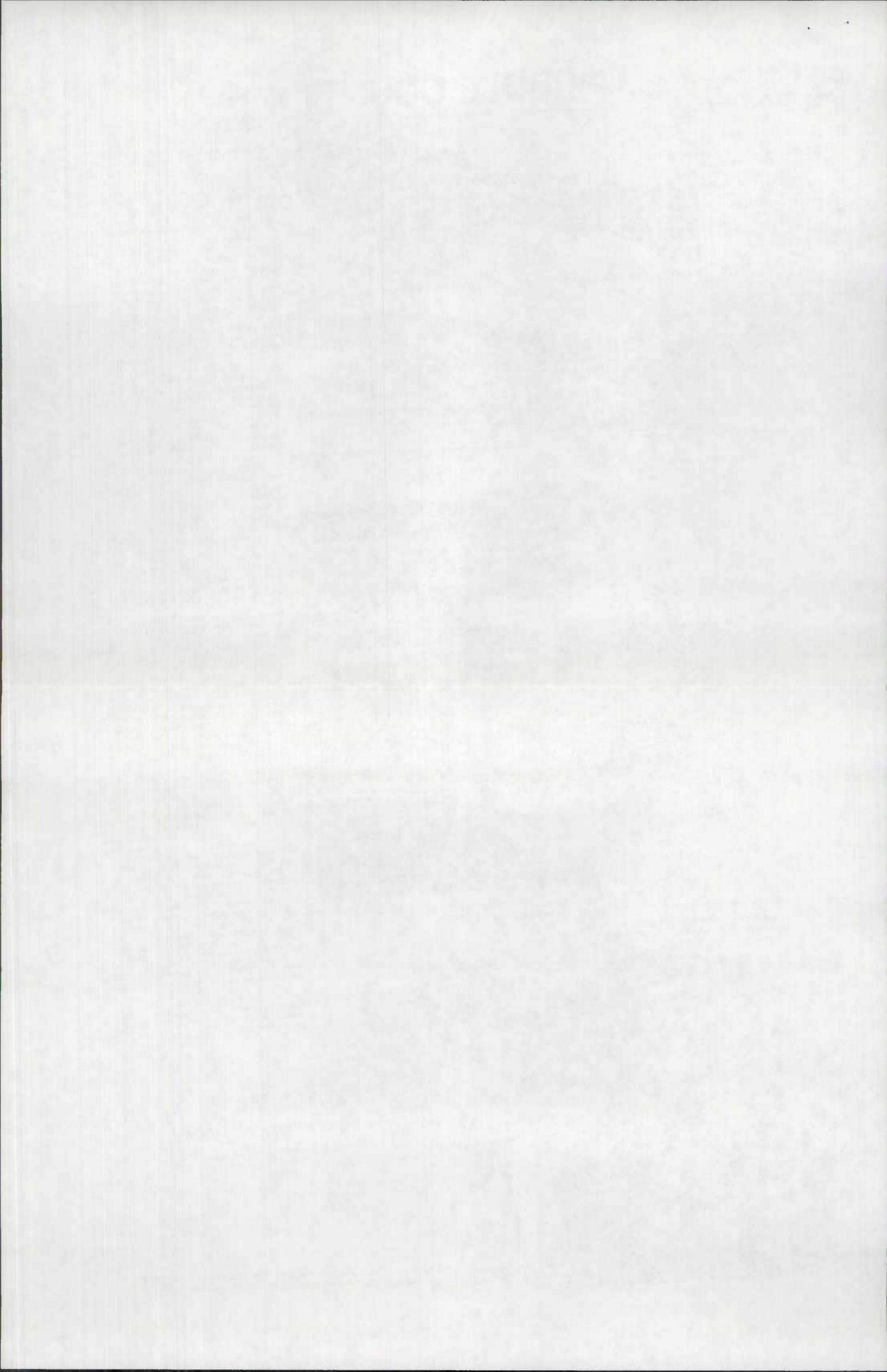


Aerial view of Westminster taken around 1930, long before Md. 140 opened. Photo, the Historical Society of Carroll County.



During the dedication of Md. 140, Gov. Theodore McKeldin invited the children in the crowd to help cut the ribbon. There was a hard rain during the ceremony. Photo, the Historical Society of Carroll County.

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Previous page

CARROLL COUNTY cont

Md. 140, 35 YEARS LATER

And the same view today, with considerably more construction along the sides of the road. Photo, George Welty.



Firsts

More than anything, 140 was a corridor to Baltimore. As a corridor, it brought a number of firsts for the area — first fast food, first motel and first car dealership.

Snaks by Twin Kiss, now at 140 and Sullivan Road, was the first fast food business, the first hotel was Lee's, 533 Baltimore Blvd., and the first car dealership was Davis Buick, 1115 Baltimore Blvd.

Lee's was built in 1960 by Walter Lee. There was "not a thing" on his part of 140 when he built the 12-room hotel. Now it has 120 rooms. "We had plenty of business," he said. "A lot of construction workers and telephone people. And a lot of salesmen and workmen."

While he owned Lee's motel — until 1962 — he watched car dealerships and gas stations spring up around him. "But most of the action was on Englar Road at the time," he said, around the

Westminster Co-op and the Westminster Shopping Center.

Md. 140 has had a good effect, he says. "I don't know how you'd get all that traffic through Westminster," he said.

W.H. Davis Buick, then called Davis Buick, opened on 140 in 1954. The car dealership moved its trucks from Main to 140 in search of space.

The only other building on that part of 140 was Bollinger's Ice Cream, said K. Ray Hollinger, the owner of the dealership at that time. He said he remembers watching the construction of the State Police Barrack and other 140 landmarks.

He also started a train of auto dealerships on 140. Westminster Motors was the first to follow, and now everything from Nissan to Plymouth is represented on the bypass.

"This area has grown so heavily," said Hollinger.

Future of 140

After 30 years, the Westminster Bypass is ready for change. Traffic problems are severe, and the state highway department is examining the possibility of bypassing the bypass.

Ten routes have been proposed. And where will business go next?

Mason predicts commercial development may "turn the corner" of Englar Road and fill in the Englar Business Park — and farther.

He also sees Md. 31 toward New Windsor as a prime area for development.

Shaw predicts a period of dormancy for development on 140, while landholders "puff their heads into their shells like turtles."

In another four years, though, the real estate on 140 will explode, and prices may go as high as \$1 million to \$1.25 million an acre, Shaw predicts.

But a new bypass "would change everything," Shaw said.

Carroll County Times 7/30/89



Photo by Jim DeCoursey

Paul Tobin (right), a tugboat captain from St. Mary's, Ga., shows a photograph of his 6.23-acre parcel to Robert Price, acting chairman of the Maryland Critical Areas panel for Dorchester County during a hearing Monday.

Ferry service is opposed

By JIM DeCOURCEY
Staff Writer

CAMBRIDGE — Packed in the county office building, approximately 65 people told state land-use officials Monday that they don't need or want a ferry service on Taylors Island.

Even though the four-member panel of the Chesapeake Bay Critical Areas Commission was only interested in environmental aspects of the proposed ferry, the group of lower Dorchester County residents aired all their concerns dealing with Paul Tobin's plan. A

tugboat captain from St. Mary's, Ga., Tobin plans to operate a one-vessel ferry service from six acres in Taylors Island to Calvert County.

Alluding to rumors about additional development, Tobin said he is not planning to construct anything but facilities for the ferry service on his 6.23-acre parcel.

Concerns about development were aired at a similar meeting Saturday, after residents learned that ownership of a 104-acre tract next to Tobin's parcel had been transferred from Maryland Com-

ptroller of the Treasury Louis L. Goldstein to the Simpson Land Company.

According to the Dorchester office of the Maryland Department of Assessments and Taxation, the 104-acre parcel was transferred to the Simpson Land Company, in care of the Holiday Inn of Solomons on May 10.

Emory Tamplin, an attorney representing approximately 35 islanders, told the panel that his clients are concerned about potential traffic problems. Island

spokesman said Tuesday there is no current weight restriction on the Slaughter Creek Bridge connecting Taylors Island to the mainland. Tractor-trailer trucks weighing up to 80,000 pounds are allowed to cross the bridge without a permit, he said.

Michael Tartal of Taylors Island is concerned about the loss of wildlife habitat, especially for two endangered species living in the area, Delmarva fox squirrels and bald eagles.

Comparing the hazards of the proposed ferry service to the oil tanker Exxon Valdez, Tartal told the panel that the Taylors Island Volunteer Fire Co. is not capable of handling ferry-related emergencies.

Tobin said the ferryboat(s) would be equipped with U.S. Coast Guard-approved firefighting apparatus. He said fueling for the vessels would most likely occur on the western shore.

Ronnie Reynolds of Church Creek, a town about 10 miles east of the island, told the panel she is concerned about the impact of traffic there. A town commissioner and vice president of the Church Creek Volunteer Fire Co., she said that the ferry service would have an impact on the town because it is bisected by Maryland Route 16, the most direct route from Taylors Island to Route 50.

26 cars and 135 people, Tobin said. He is planning to make five round trips daily from Taylors Island to the St. Leonard area. The service will be privately funded. Tobin told the group that a second ferryboat would be added if the need was demonstrated.

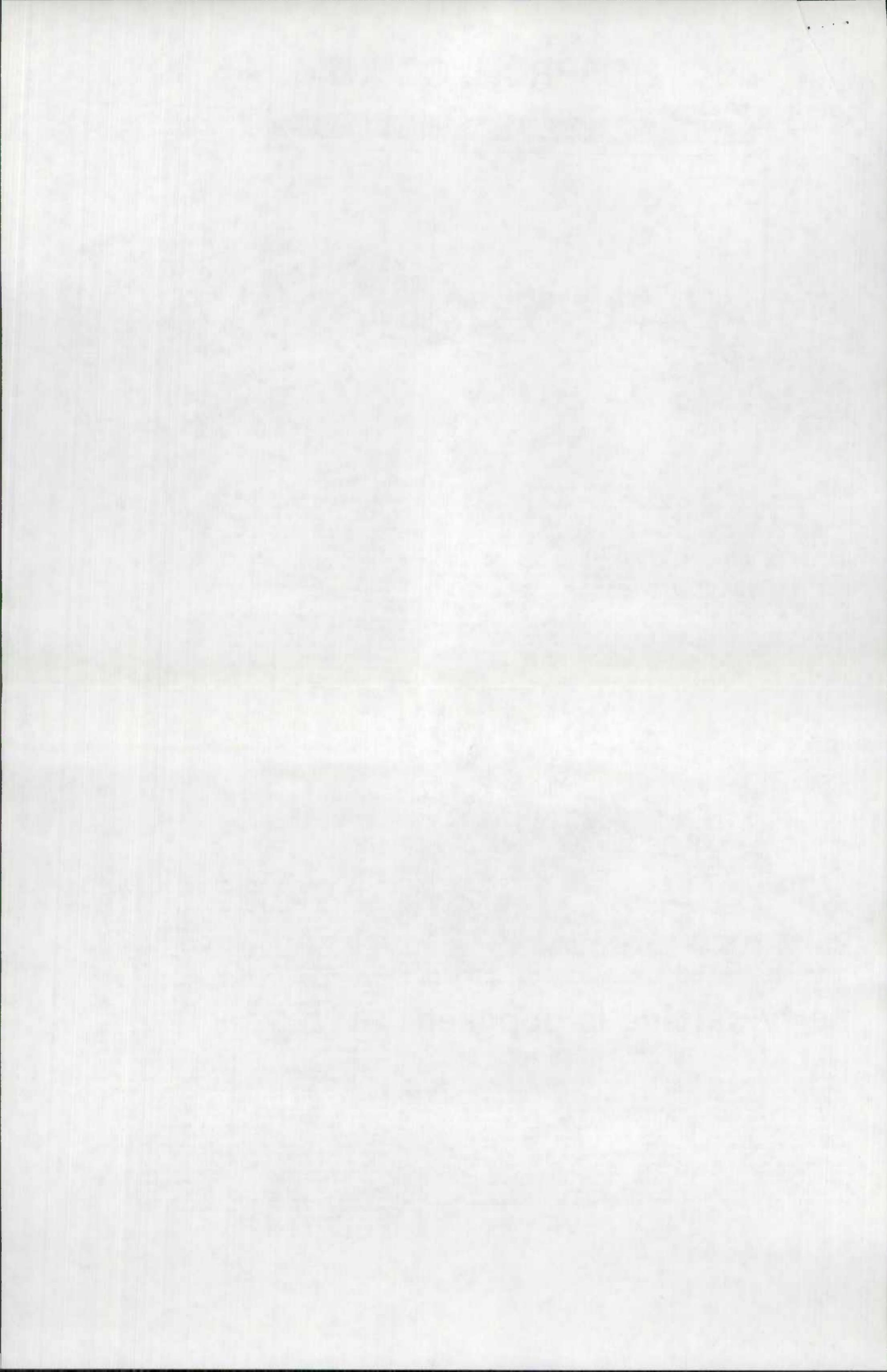
Tobin told state officials that he wanted the critical areas classification on his parcel changed from a Resource Conservation Area to an Intensely Developed Area, which is needed for any new commercial use of land within 1,000 feet of the Chesapeake Bay, its tributaries and wetlands. He is also requesting an exception to develop land in the critical areas 100-foot buffer zone.

The licensed captain received a special exception in a residential zoning district from the Dorchester County Board of Zoning Appeals, said Karen Phillips, the county's assistant director of planning and zoning. The exception was approved by the Dorchester County Commissioners on June 6.

Phillips said the exception carries the stipulation that Tobin can only develop a ferry facility on the parcel, which retains its residential zoning.

Please see FERRY, p. 12A

Star Democrat 8/2/89



1989
Md Roads News Service



An interchange for Hancock

Officials opened the long-awaited, \$2.5 million I-70/MD 144 interchange June 2, providing eastbound I-70 motorists with access to the town of Hancock: (above, left) Administrator Hal Kassoff; State Sen. Victor Cushwa, Del. Casper Taylor, Hancock Mayor James Myers, Del. Peter Callas, and Del. Donald Munson. Below, Delegate Munson uses Delegate Callas's shoulder while autographing a piece of the ceremonial ribbon.



Walker plans to enjoy hobbies

Earl Walker, assistant chief of Right of Way for District 5, retired on June 1 after 17 years of state service. Mr. Walker began his SHA career in Brooklandville as a Right of Way Agent I.

A Severna Park resident, Mr. Walker enjoys fishing, gardening, furniture refinishing, chair caning and stamp collecting. Mr. Walker and his wife of 38 years, Mandy, have three children, Sandy, Michael, and Sharon; and two grandchildren, Joshua and Matthew.

During retirement, Mr. Walker plans to teach his grandsons to fish, as well as travel and enjoy his other hobbies.

Mr. Walker extended his thanks to "those who made the last 17 years an unforgettable experience. I hope the next 17 in retirement are as enjoyable."



EARL WALKER



Wrzesinski, ADE- steps down after

MD 202 is a perfect illustration of what Edward J. Wrzesinski enjoyed most about his 31 years at SHA.

"It was just a little, broken-down highway — bottleneck after bottleneck — before we started working on it," recalls Mr. Wrzesinski. He was project engineer on three of the projects to dualize and widen the road to three lanes in each direction.

"The businessmen along the highway complained that the changes would hurt them, but their business actually increased, because people were able to get in and out easier," he says.

Mr. Wrzesinski, who retired July 1 from his position as District 3's assistant district engineer — Construction, says that the best part of his work occurred "when you reached completion of various projects and saw all your hard work and efforts pay off in a better highway for the public."

234 Old National Pike

Said to be one of the most important roads in history

By D.J. SHUEY
News-Post Staff Writer

In history books it is said to be the most important highway in American history, opening up what used to be called the Northwest Territory to commerce from the East Coast. But a motorist driving it now would need a history book to understand its significance.

The National Pike, variously referred to as the Old National Pike, the National Road, the Cumberland Road, and other names referring to points along its route, is the nation's first highway, and when completed in 1823 it was the only reliable route from Baltimore to the Ohio River. In Frederick County, the historic section of the pike now runs along the route of Md. 144 east of Frederick and U.S. 40 West and Alternate U.S. 40 to the west of the city.

The routes now taken by the roadways are within a few feet of the original road run, according to Thomas Mohler, former State Highway Administration engineer.

"Basically, the Old National Pike is as it was originally," he said.

In 1806, Thomas Jefferson appointed a commissioner to build a road from Cumberland to the Ohio River.

The reasoning at the time for choosing Cumberland involved a limited amount of federal funds for road building, a need to cross the Allegheny Mountains, and confidence in Maryland's road-building efforts, according to "A History of Road Building in Maryland," published by the State Roads Commission.

The original federal idea was to make the route run from a navigable port to the west.

Although Cumberland does not have a navigable port, it was chosen because Maryland was seen as having an aggressive road-building campaign which federal officials expected to complete the road to Baltimore, and because with the limited money involved, the farther west it would end.

The first contract was made for the Cumberland-Wheeling, W.Va., section of the roadway in 1811, and the roadway was completed in 1818.

The route across the Allegheny Mountains followed a trail which had originally been cut by buffalo, then was followed by Indians and was later used by George Washington.

It was the first and only interstate highway built directly by the Federal Government. Almost all highways now involve federal funding, but they are constructed by state highway authorities.

STATE LEGISLATION

While the Cumberland-Wheeling, W.Va., connection was under construction, Maryland entered the strangest period in its road-building history.

By 1818, when the Cumberland-Wheeling, W.Va., section was complete with a hard surface, some sections from Baltimore to Cumberland were still muddy trails.

It was generally recognized that without a hard-surface highway from Baltimore to Cumberland, the federal highway west of Cumberland would have been meaningless.

Through a creative legislative banking arrangement, the state raised the money to build a hard-surface road from Baltimore to Boonsboro, and later to Conowingo.

Using the threat of not renewing bank charters, which had to be renewed by the Maryland legislature periodically in the early 1800s, the legislature convinced 12 banks to form a road building company and construct a highway from Baltimore to Boonsboro.

"This capital was virtually confiscated by the Maryland legislature under circumstances which are unique to this day," according to the Roads Commission history.

The banks considered it wildcat speculation at the time, but they did what they were made to do. In 1809, the Baltimore Boonsboro connection was complete.

Following construction of a highway from Cumberland to Conococheague River in Washington County, a Hagerstown company became determined to include the city in the east-west connection, and completed a road from Hagerstown to the Conococheague in 1818, and bridged the river.

Again using more creative legislative banking arrangements, the Maryland legislature forced banks to build the Boonsboro-Hagerstown connection, both to insure the renewal of their charters and to protect their original investment.

As an historic aside, it was on the Hagerstown-Boonsboro section of the pike that Macadam, a more reliable method of hard-surface construction, invented in England by John MacAdam, was introduced to the United States.

The final hard-surface connection to complete the pike was made in 1824. Baltimore and Wheeling, W.Va., prospered while the towns in between grew from the commerce.

Robert Bruce, author of "The National Road," wrote in 1916, "No other highway in this country has ever equalled the National Road in political and commercial importance."

Frederick's role in the Civil War is partly attributed to the location of the pike through the city.

When Barbara Frilichie delivered her apocryphal challenge to Confederate General Stonewall Jackson, she delivered it to him from a window over the pike, on which the Army was moving.

OFF THE INTERSTATE

The original highway in Frederick County now is part frontage road from Mount Airy to Frederick, and a more rural alternate to the west.

In the 1950s, U.S. 40 was constructed, taking a separate route from the pike in several areas, and in the 1970s, I-70 departed from the original pike route even further.

While counties west of Frederick have conducted festivities celebrating the highway's history, Mr. Mohler said not much in the way of preservation or commemoration of the National Pike remains in use for Md. 144 having been reconstructed in 1967 when the concrete bridge was shut down for safety reasons.

Several hundred yards upstream stand the twin concrete spans of I-70, constructed in 1960 with three lanes each and shoulders on both sides of the roadway.

has been undertaken in Frederick County.

With the continued importance of the route, state highway officials have had to concentrate on the economics of improving the route, as for U.S. highway and later as an interstate, rather than on preserving the historic section, Mr. Mohler said.

"The younger people had no reason to think of the historic value of old U.S. 40," he said. "They had to think of the dollar of today."

Where the grades of the historic section were adequate for larger highways, they were paved over and widened, and where they were not adequate, new routes were chosen, as for U.S. 40 north of Myersville, dualized U.S. 40 near Bartonsville, and I-70 south of Myersville.

The state of the historic section of the National Pike now in Frederick County, and its continual replacement since construction, are no better illustrated than at the Monocacy River, where three usable bridges stand and the remains of two others stand nearby.

The original Monocacy River bridge, built of stone in 1809, was the highway route across the river. It was called Jug Bridge, in reference to an elaborate, jug-shaped monument to its completion constructed nearby.

The monument remains, having since been moved about one mile east to the end of Frederick's East Patrick Street. All that is left of the original stone bridge are the abutments.

The original bridge's archway fell in 1942, and it was replaced in 1944 by a two-lane concrete bridge which stands, unused, a few hundred yards downstream from the original bridge abutments.

A few yards further downstream, built much higher than the 1944 concrete bridge stands a steel bridge originally built in 1954, with two lanes and shoulders, when the National Pike was dualized.

It remains in use for Md. 144 having been reconstructed in 1967 when the concrete bridge was shut down for safety reasons.

Several hundred yards upstream stand the twin concrete spans of I-70, constructed in 1960 with three lanes each and shoulders on both sides of the roadway.

Civic groups 'Adopt a Highway to help battle litter problem

By PHILIP OLINICK
News-Post Staff

Drunk drivers and shoplifters do it instead of going to jail; jail inmates do it because they have no choice; but Maryland has civic groups asking if they can contract to do it for free — to pick up trash beside the highways.

Launched about two months ago, Maryland's "Adopt a Highway" program is just starting in Frederick County. In Carroll County five civic groups already have signed two-year contracts to pick up trash on the stretch of highway of their choice.

On Saturday the Glade Valley Jaycees will become the first civic group in Frederick County to spend a

few hours picking up trash. They chose Md. 194 near Walkersville.

The contracts commit the organizations to picking up trash along a one- to three-mile stretch of road four times a year for two years. Thirty days written notice are required to get out of the contract.

About half a dozen other organizations in Frederick County are considering it, said Richard Lindsay, a State Highway Administration resident maintenance engineer who is coordinating the program in Frederick County.

The State Highway Administration supplies a little supervision, safety vests, trash bags, and a little advertising. A sign is placed beside the road to show motorists the name of the civic-minded organization.

The program also calls the trash collectors "SWAT" team members. Instead of Special Weapons and Tactics specialists with assault weapons and camouflage gear, it stands for Stop Waste and Trash with garbage bags and safety vests.

"It's something that's easy to do and helps out," said Dan Heck, director of Community Development for the Glade Valley Jaycees. It was particularly easy for the Glade Valley Jaycees to make the decision because they already were picking up trash along some roads near Walkersville.

In Carroll County on Saturday the Mount Airy Lions Club will be working its adopted stretch of highway on Md. 27.

The civic minded efforts will save money. Statewide it costs \$4 million per year to pick up litter along the roads. In Frederick County it costs \$200,000 annually.

The drunk drivers, shoplifters and inmates still are plentiful. A dozen community service workers comb the Frederick County highways every Sunday, and a crew of inmates from the correctional facility in Sykesville also helps pick up litter.

Despite the big workforce, more help is needed. "There's more trash being thrown on the road all the time," Mr. Lindsay said.

Although the program apparently is successful in Maryland, it is not original. Maryland is the 17th state to form such a program.

Post 7/18/89

Upole Selected SHA Employee Of The Week



Republican
7/20/89

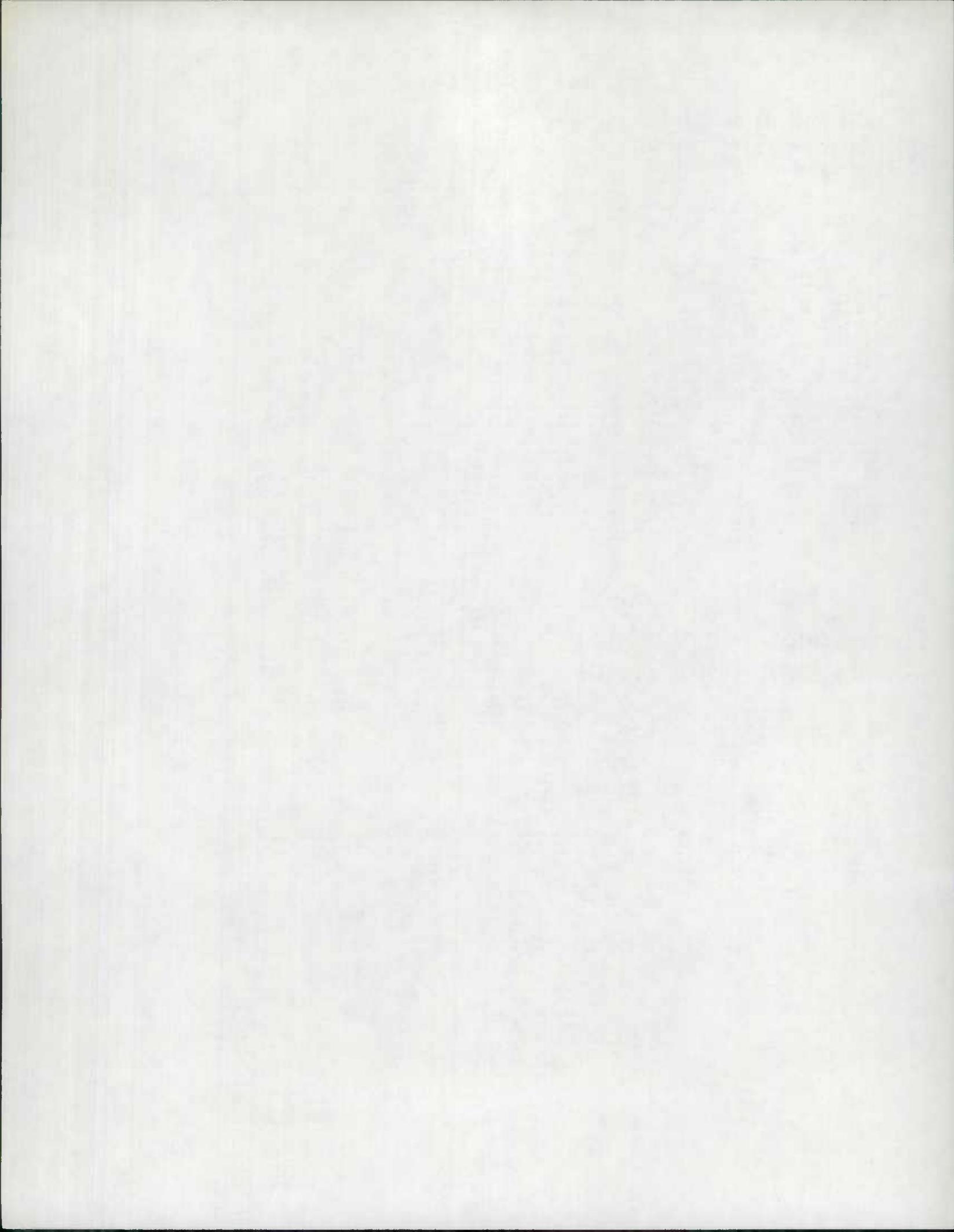
Daniel Leroy Upole has been recognized as Employee of the Week by the Maryland State Highway Administration's Employee Recognition Program.

Upole entered state service in May 1987 and is currently working out of the Oakland shop as a Motor Equipment Operator II.

He resides in the Swanton area with his wife, Angie, and daughter, Misti. When not working for the SHA, Upole says he enjoys "tinkering around" with cars and camping.

State work and roadways are nothing new to Upole, as his father has worked for the State Highway for over 24 years and he also has a brother who works for the Highway Department. Upole also worked as a temporary employee for the SHA for three winters prior to being employed full-time.

"His dedication to the State Highways and willingness to work a lot of excess hours in the winter has made him a very valuable asset to our State Highway Administration," stated an SHA spokesman.



SPECIAL INTEREST

FHWA proposes to decimate the number of program categories

As Transportation Secretary Samuel K. Skinner pushes ahead to develop a national policy, the Federal Highway Administration staff has reached general agreement on proposals to overhaul the structure of the federal-aid highway system.

The highway program is currently divided into more than 30 categories, including Interstate construction and primary roads. "We think that it's a cumbersome program and it has too much federal direction in it just by virtue of the categories," says FHWA Executive Director Richard D. Morgan.

The FHWA staff plan would shrink the menu to just three main categories: highways of "national significance," state and local transportation, and a discretionary bridge program.

Morgan sketched out the plan before the policy committee of the American Association of State Highway and Transportation Officials. One option under study is to merge funds from the "transit penny" of the federal fuel tax with some highway aid and allow states to allocate the money.

Billy K. Higgins, AASHTO's congressional relations director, says the



Interstate highways would now be reclassified as highways of "national significance."

association hasn't taken an official position on it. One question, he says, is whether the FHWA proposals will fit with Skinner's policy, expected out early next year.

Thomas D. Larson, confirmed last

week as FHWA Administrator, has accepted Skinner's invitation to chair the Dept. of Transportation's policy effort. Larson is noncommittal about the FHWA proposals. "The worst damage I could do to my credibility would be to say I know the answers before I've done the study," he told ENR.

Morgan thinks the FHWA plan is a good one, but says, "we still may have to ratchet it if it doesn't really fit with the ultimate policy." The key to the highway effort, he says, is how much money will be involved. He thinks the totals spent by all government levels need to rise. But the FHWA plan doesn't include a specific figure.

The "national significance" category would include programs covering Interstate rehabilitation, plus some primary roads and bridges. The federal government would supply 90% of the funds for the top priority—maintaining the Interstates. But states would have to fund a larger percentage of other roads than they currently do.

The agency staff plan would permit a 50-50 match of federal funds to build toll roads. An existing pilot toll road program now contributes a 35% federal share.

Within the national category, "It pretty much would be a state call" on where to put the money, says Morgan.

Users to pay. The agency's staff hasn't decided how "national significance" funds would be divided among states. But they are examining several measures "that are pretty much use-related," including fuel sales, vehicle or driver registration, or road miles, says Morgan.

The "state and local" category would include secondary and urban roads, as well as some bridges and primary roads. The match would be 50-50. States would have great freedom in allocating funds. Thus "the fight for that money [would be] out at the statehouse," says Morgan. But FHWA would set aside an amount for regions with populations of more than 200,000.

The most dramatic possible change would bring the 1¢ of the federal fuel tax now earmarked for transit into the state and local category. States could use all funds in the category for transit or roads.

Funds in the state and local category would be "apportioned to the states in the same proportion as their relative contribution to the [highway] trust fund," says Morgan.

The third category in the FHWA staff plan would be the discretionary bridge program. Morgan says FHWA would like to see a total of \$500 million a year or more, up from the \$225 million authorized now.

FHWA also envisions a big boost in science and technology funds, perhaps up to more than \$200 million. It would include work on smart highways and vehicle systems and new materials.

AASHTO is developing its own highway recommendations and hopes to have a concept document made final at its annual meeting in October as part of the Transportation 2020 program. It has been examining a national category similar to FHWA's. Higgins thinks some FHWA staff recommendations "would tickle the bones" of some AASHTO members.

Skinner said last week that creating additional incentives for states to come up with a higher matching share is going to be the philosophy of this administration. DOT already is giving priority in mass transit discretionary grants to localities that overmatch. The highway proposals, he adds, are "kind of consistent" with that.

By Tom Ichniowski in Washington



Skinner: Pushing for a national policy.



Morgan: Wants more federal spending.

Bush aims at trust funds

President George Bush told the National Governors' Association (NGA) in Chicago this week he will be working with Transportation Secretary Samuel K. Skinner and Congress to make available the billions of dollars held up in transportation trust funds.

Echoing the President, Skinner told the governors, "We can no longer tolerate a system that uses trust funds to balance our budget."

Earlier in the annual conference, Gov. James R. Thompson (R-Ill.) urged the federal government to increase and accelerate transportation spending. He also called upon the states to take the lead in forging partnerships with other levels of government and the private sector and to seek innovative planning and investment strategies.

The governor, who is chairman of the NGA's Task Force on Transportation Infrastructure, said the nation's federal and state officials must find the political will to make the proper investment in transportation systems. "If we fall down in this, we fall down in our efforts to maintain our international competitive position," he said.

Among the recommended strategies are more user fees, more reliance on

private developer impact fees, fare hikes for peak-hour transportation services and the possible tapping of foreign capital markets.

Gov. Gerald L. Baliles (D-Va.), chairman of the NGA, called upon the federal government to release the "billions of dollars in user fees collected for transportation improvements, which lie unspent in the federal treasury."

Baliles also urged the federal government to remove limitations on the ability of state and local governments to pursue tax-exempt financing. He asked the feds to make a stronger commitment to funding transportation infrastructure research and development that would foster technological innovation.

Asked how policy-makers will respond to the task force's just-released transportation report, Gov. Baliles said, "We expect Congress to be very sensitive to this report as it debates the reauthorization of the transportation bill in 1990 and 1991."

The NGA last held its annual meeting in Chicago in 1955, at which time the governors also urged increased federal spending on transportation infrastructure.

There is no free ride

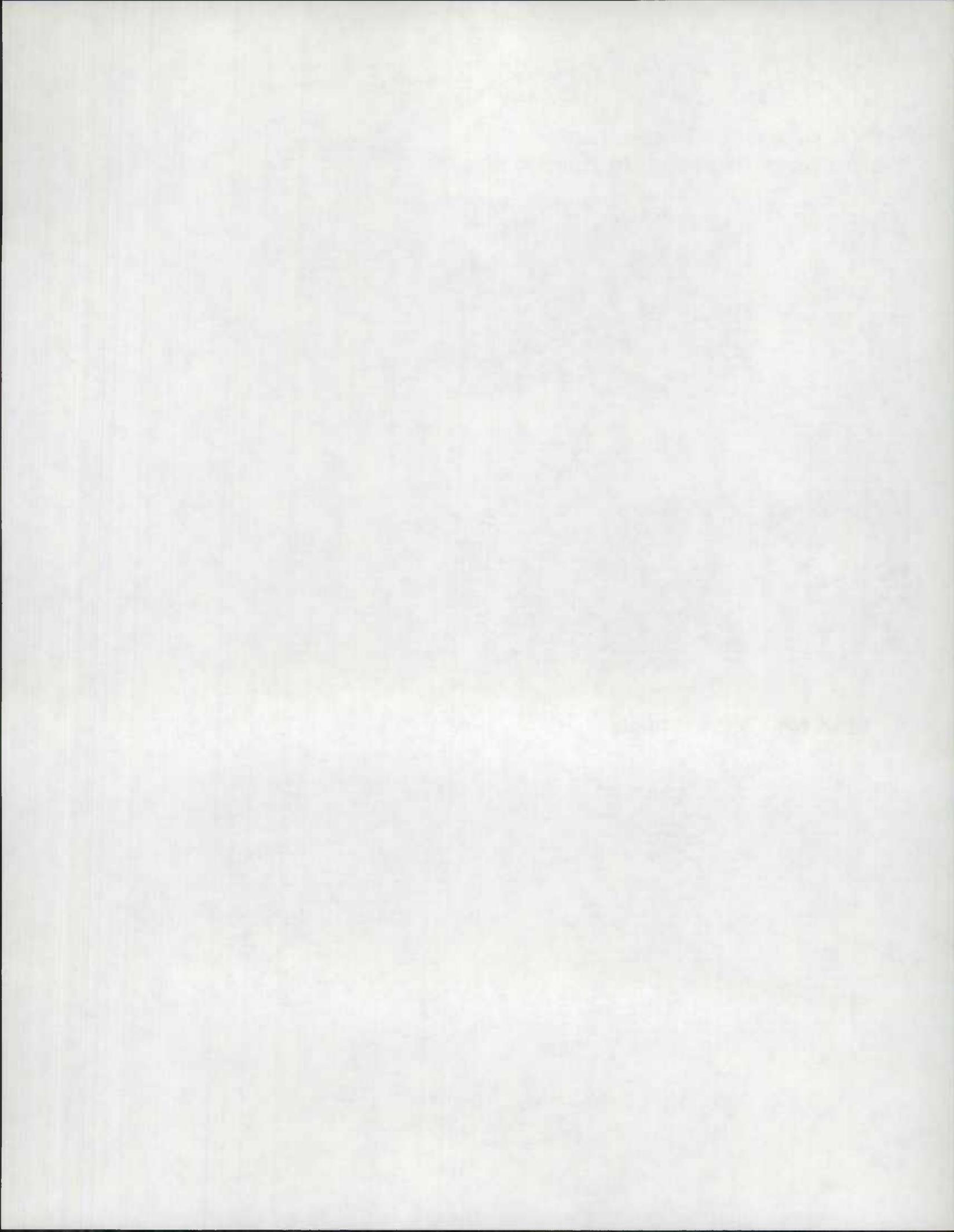
The Federal Highway Administration staff—the people who provide continuity no matter who is in the White House—have developed a new plan for life after the Interstate program. One part of the plan calls for simplifying the 30 or so federal-aid highway categories into three.

The primary category, highways of "national significance," would include a provision for the federal government to give a 50-50 match for toll roads (see p. 8). This provides substance to the proposed new national classification because current rules allow FHWA to contribute only 35%.

We support toll roads as a financially-feasible route for states to follow. In states where tolls have been collected longer than most motorists can remember, there isn't too much antipathy—except for the first week after tolls are raised. Where there are no toll roads, people who believe in their inalienable right to drive free will no doubt protest when their state builds one.

Eventually, toll roads may predominate for major routes because there is no other way for states to pay for construction and maintenance. With a shrinking federal kitty and constraints on state spending, the public must understand that there is no such thing as a free ride.

From the August 3 issue
of ENR



ANNE ARUNDEL COUNTY

Activists sue SHA for harm to waterways

Claim sediment control violations

By SCOTT HARPER
Staff Writer

Local environmentalists sued the State Highway Administration yesterday, charging the agency with unduly damaging area waterways by not obeying a 1973 sediment control law.

In a lawsuit filed in county Circuit Court, the environmentalists asked that a judge force the SHA to comply with the law, which requires all state road projects in the Severn River watershed in first be approved by the county Soil Conservation District.

The plaintiffs — Save Our Streams, Weems Creek Conservancy and Annapolis resident Vincent Cushing — say the conservation district will better scrutinize road plans and hold the SHA to tougher sediment control standards.

The result, they claim, will be less mud washing off construction sites into Severn River streams.

They are concerned because sediment pollution hinders valuable aquatic grasses and tiny marine life, shallows waterways and introduces other pollutants.

State Highway Administrator Hal Kassoff said staff members still are trying to determine how the law, passed in 1973, could have been missed for 16 years.

"We were completely unaware of that provision," he said.

Kassoff said he had hoped to forge an out-of-court settlement with environmental groups and the county Soil Conservation District.

He already has agreed to send future highway plans within the watershed to the district.

"Fighting a court case won't help control the sediment," Kassoff said.

Environmentalists responded by saying that the SHA, even when confronted with the law months ago, was reluctant to comply.

"They kept saying it would be too difficult for them and their contractors, too expensive."

"Economics have nothing to do with this; this is the law, and they have to abide by it."

"They kept saying it would be too difficult for them and their contractors, too expensive," said Lina Viancos, a member of Save Our Streams. She was among about 25 environmentalists gathered yesterday at a news conference announcing the lawsuit.

"Economics have nothing to do with this; this is the law, and they have to abide by it," she said.

Doug Hollmann, an Annapolis attorney representing the environmentalists, pointed to aerial photographs yesterday that showed long streams of mud from road projects flowing into nearby Severn River tributaries.

"If we get the soil conservation people involved like they should be, there'd be better plans," Hollmann said, standing against a backdrop of bulldozers and bare earth at a state construction site off Jennifer Road. "You wouldn't see pictures like these."

Hollmann said the idea of the lawsuit is not to halt construction at projects within the Severn watershed, but simply to force highway administrators to submit sediment control plans for Route 32 already have been submitted to the conservation district.

Currently, the SHA delivers its sediment plans in the state Department of the Environment. The plans allow for "flexibility in the field," SHA officials have said, meaning their contractors can shift and make decisions about sediment controls on the job.

Environmentalists say this method is ineffective and that the Soil Conservation District will make the SHA abide by a stricter set of plans.

LAWSUIT

(Continued from Page A1)
control plans for local review.

If a judge rules in favor of the environmentalists, sediment plans for the Route 50, Route 3, Rowe Boulevard and Route 32 projects would be turned over to the conservation district, Hollmann said.

The first three projects are under way. Construction of Route 32 has yet to begin within the Severn watershed.

Kassoff pointed out that sediment

City will change hazardous turn

By TOM ELIA
Staff Writer

After some delays, a heavily traveled hairpin turn at West Street and Gibraltar Avenue is about to go straight.

Annapolis has begun work on a \$330,000 project to improve the intersection, which connects the Annapolis Business Center on Moreland Parkway with West Street.

Crews began moving a utility pole near the intersection this month as a "first step," Public Works Director William Campbell said.

When finished, the intersection will have a new access point onto West Street and a stoplight.

The city expects to complete the project by the end of the year, Campbell said last week.

In its capital plan, the city describes the intersection as dangerous.

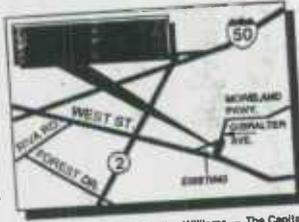
Problems often occur when large trucks turn onto Gibraltar from West Street and try to navigate the intersection's sharp right turn.

The project will reduce the angle of the curve for vehicles turning from West Street onto Gibraltar Avenue.

The traffic signal will then control the flow of traffic. It would allow motorists going south on Gibraltar to turn left onto eastbound West Street, which they cannot do now.

The traffic signal plans are not final, Campbell said. The city's plans call for the state Highway Administration to pay for the signal.

SHA spokesman Mike Johnston said the administration has received no order for a signal, but would consider paying for one.



By M. Monica Williams — The Capital

The city will have to close the intersection for brief periods, although no closings are planned yet, Campbell said. The decision to proceed follows two years of the project being "in limbo," he said.

There was some discussion about who was responsible for the work because West Street is a state road and Gibraltar Avenue is a private road, he said.

The city decided to perform the work because of concerns about traffic safety.

The project was then delayed by problems determining who owned the land that must be taken to build the road.

Because of questions over the land's ownership, property owners Lenore and Myron Gordon closed the road from West Street to midway through the curve in September to protest the city's alleged taking of their land without compensation.

But the city found that Allyn Julien of Virginia owned the land it needs to repair the intersection, City Attorney Jonathan Hodgson said today.

The city is negotiating with Julien now and hopes to reach an agreement soon, he said.

Capital 6/26/89

Severn association takes state to court over Route 3 work

By GABRIELLE deGROOT
Staff Writer

Two environmental groups and a concerned citizen have filed a lawsuit against the State Highway Administration and the Maryland Department of Transportation, alleging that SHA failed to comply with a 1973 environmental law to protect the Severn River watershed.

If successful, the lawsuit — filed by Save Our Streams, Weems Creek Conservancy and Vincent Cushing — would order SHA to obtain approval of construction plans for routes 3 and 50 from the Soil Conservation District.

The 1973 environmental law states that no road or building — be it state, county or municipal — can be constructed within the Severn River watershed without plan approval from the Soil Conservation District.

State highway officials, arguing they were previously unaware of the law, have said they hope to settle the dispute out of court.

"We have offered to submit our plans to the Soil Conservation District for informal review," said Hal Kassoff, state highway administrator.

"We have complied fully with the standards set by the state Department of the Environment. The question is whether we should take additional measures."

An injunction to submit plans for projects already under construction might expose the state in losses in the millions of dollars if rejected by the control board, Kassoff

The law states that no road or building can be constructed within the Severn River watershed without plan approval from the Soil Conservation District.

"The city, county and private developers are required to (submit plans) to Soils," said Hollmann. "SHA has said they will sit down and talk with us, but we've said, 'Don't talk to us, talk to Soils.'"

According to the environmentalists, SHA has said submission of new plans for construction already under way would be too costly. But the activists, arguing that economic factors should take a back burner in environmental concerns, feel like they've waited long enough for action to be taken.

The State Highway Administration currently is engaged in construction along routes 3 and 50, and county residents have charged that "without the overview of the Soil Conservation District, the Route 50 and Route 3 construction projects are adversely impacting and polluting" the watershed, a 514-acre tract between the Severn River's headwaters in Fort Meade and Cape St.

Maryland Gazette
6/24/89

GSPC group seeks 8 lanes on Route 2

By CHRISTY WISE
Severna Park Staff Writer

A recommendation to expand Ritchie Highway to eight lanes in Severna Park has been drafted by the Public Works Committee of the Greater Severna Park Council.

The committee created the draft following a GSPC vote in May supporting three through lanes and one "auxiliary" lane in each direction, said committee Chairman George Deuringer.

The council supported the concept of the changes, but the project required greater study, he said.

The committee prepared the draft for discussion at the July GSPC meeting, he said.

State Highway Administration officials would not comment on the plan. The SHA's spokesman said no vacation and other officials said they could not talk to the media.

The second step would occur after the relocation of Route 848, and would create a turning lane out of the entire shoulder on northbound Ritchie Highway from south of McKittrick Road in the new route 648 intersection at Town Neck Road.

There are three ways to handle a final stage that would create a third through lane for both north and southbound traffic in the Severna Park area, Deuringer said.

The three options are to take land from:

- The median.
- Unused state-owned land outside the current highway.
- A combination of both the median and the unused land.

The third step would begin in the fiscal year that starts in July 1991.

"The committee recommends that the land be taken from the outside lane, or right of way, and that the median be preserved for safety and

Future traffic may require three lanes be built on Ritchie Highway to Route 50 so portion efforts would offset the cost of that development, he said.

Deuringer said he disagreed with those who would prefer the option.

"I think we have an obligation to look at things not only for tomorrow, but we have a obligation to look out for the people who will follow us in the future."

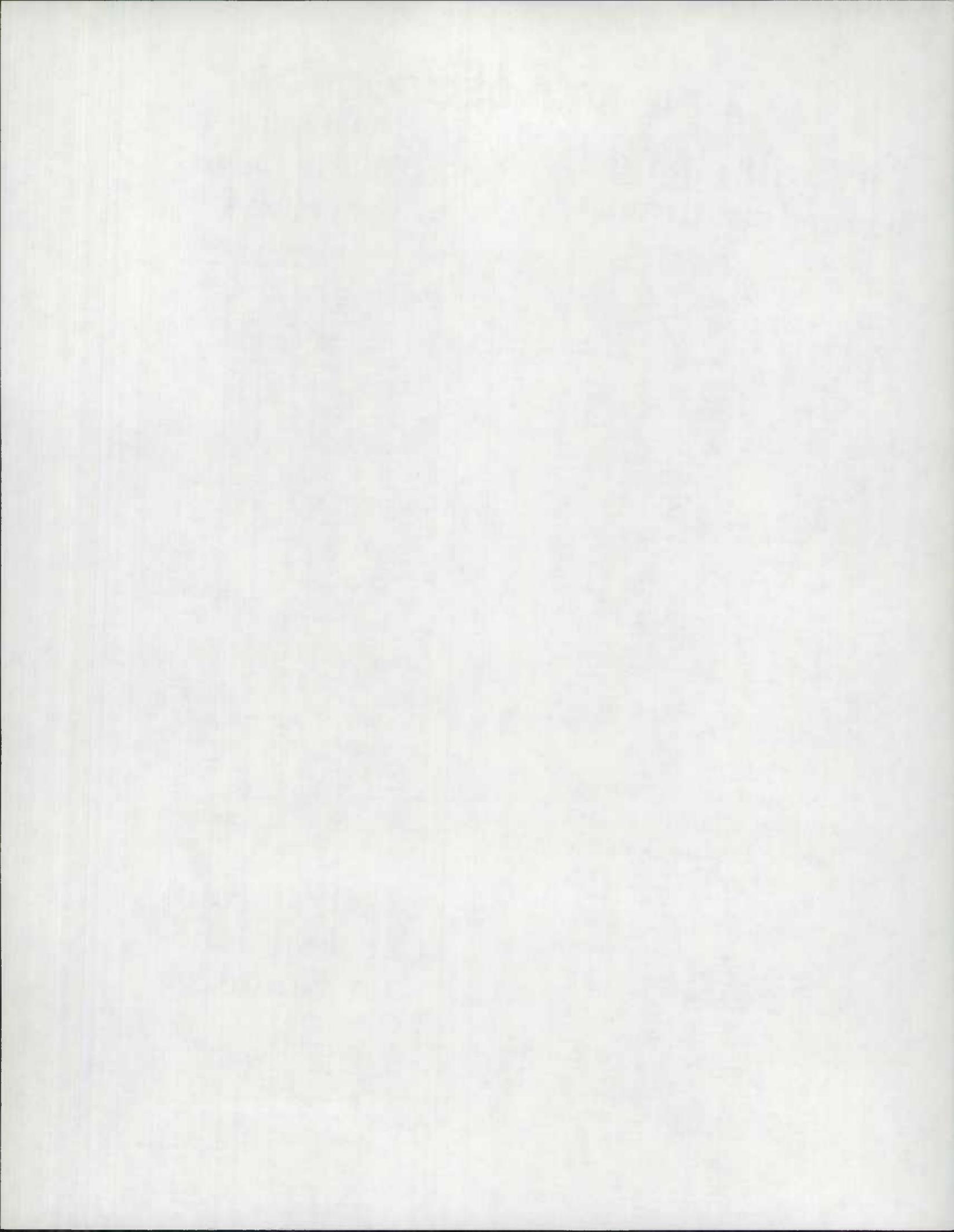
"The big thing is whether the state is willing to, from a standpoint... keep it strip. We would like to preserve as much of the strip as we possibly can."

Capital
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Schaefer helps reopen repaired bridge

By Bill Kerbin
Special to The Sun

POCOMOKE CITY — Gov. William Donald Schaefer mixed patriotism with bricks-and-mortar politics yesterday as he presided over the reopening of the Pocomoke City bridge less than a year after it collapsed.

He also got a plug in for his "do-it-now" philosophy. The bridge, Mr. Schaefer asserted, was as important a symbol to this community as the flag is to the United States.

Looking up at a giant flag waving in the breeze above his head at yesterday's official reopening of the bridge, the governor announced that he was disturbed by the recent U.S. Supreme Court ruling that a citizen's right to express himself by burning the flag is protected under the First Amendment.

"Every flag is a symbol of the First Amendment," he said. "There are certain things we should respect. We have so much freedom that we sometimes take it for granted."

Take the Pocomoke City bridge, for example. "Every so often you find something symbolic to a communi-



SUN GRAPHICS

ty," he said. As for "do-it-now," Mr. Schaefer made it clear he had wasted no time

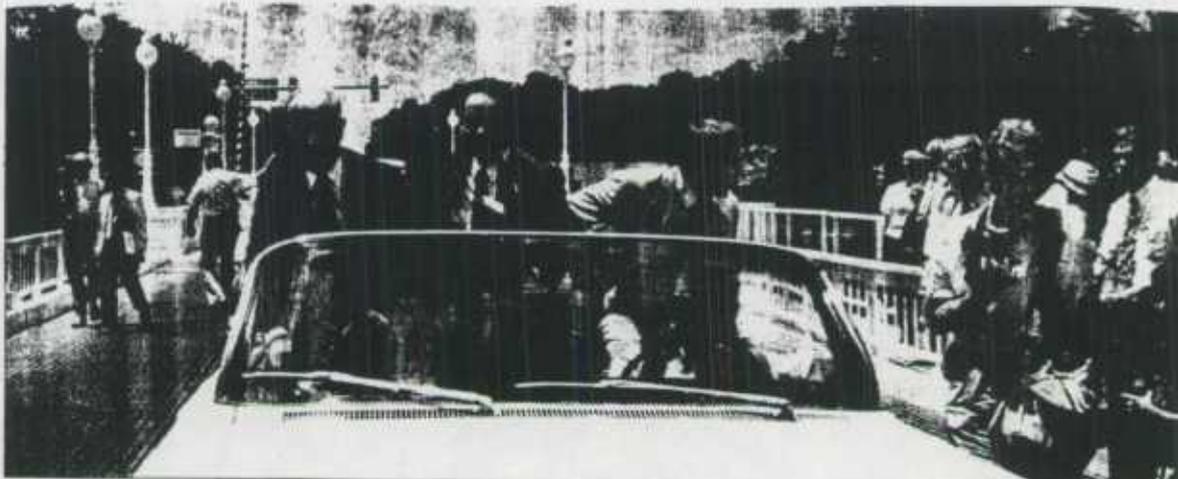
getting the bridge repaired after it collapsed last Aug. 17, and he said he had insisted that the structure be restored in a fashion faithful to its original design.

He recalled telling Hal Kassoff, the state highway administrator, to build the bridge back exactly as it had been, and noted, "That is all I had to say."

Pocomoke City's Mayor Curt Lippoldt seemed suitably impressed, recalling that last August "when I looked at the size of the disaster, I did not think the bridge would ever be rebuilt."

But it was, in less than a year at a cost of about \$3.5 million. Yesterday's formal reopening ceremony brought the Wor-Som Pipe Band and a small parade of classic cars to escort Mr. Schaefer from one side of the Pocomoke River to the other.

Fixing the 275-foot bridge linking Worcester and Somerset counties was somewhat simpler than determining precisely why it collapsed in the first place. The National Transportation and Safety Board has yet to complete its investigation of the collapse.



THE SUN/BARBARA HADDOCK

Bridge opens Gov. William Donald Schaefer rode with Pocomoke City Mayor Curt Lippoldt and Highway Administrator Hal Kassoff (right) at ceremony yesterday reopening the Pocomoke City span that collapsed last year. (Article, 2D)

Baltimore Sun 6/30/89

Rear lap, shoulder belts ordered

WASHINGTON (AP) — The government ordered Monday that new cars sold in the United States have lap and shoulder safety belts for two passengers in the back seat.

Carmakers have prepared for the rule and more than half of 1989-model cars have such belts, but an industry official said the order may speed up installations carmakers had planned for 1990 models.

The rule takes effect in mid-December and will apply to all cars built after that, except convertibles. Vans, small trucks and utility vehicles would also be unaffected. The agency has announced plans to include all such vehicles at a later date, possibly for the 1991 model year.

In addition to the rear lap-shoulder belts, affected 1990 models must have front-seat air bags or automatic

write a rule that the manufacturers are already following, it's not worth doing," Mr. O'Neill said, adding that rear seat cushions in some cars may be too soft or improperly designed for effective shoulder belt use in the rear. The institute is an independent, nonprofit research and educational organization funded by the insurance industry.

The highway safety administration, which is part of the Department of Transportation, said that about 2,000 rear-seat passengers die each year in road crashes and that 600 lives could be saved if existing lap belts were used by all back-seat riders.

No estimate was given for lives expected to be saved with the new order, which would not affect cars now on the road.

Capital Beltway safety program unveiled by Md., Va. officials

By Tom Bowman
Washington Bureau of The Sun

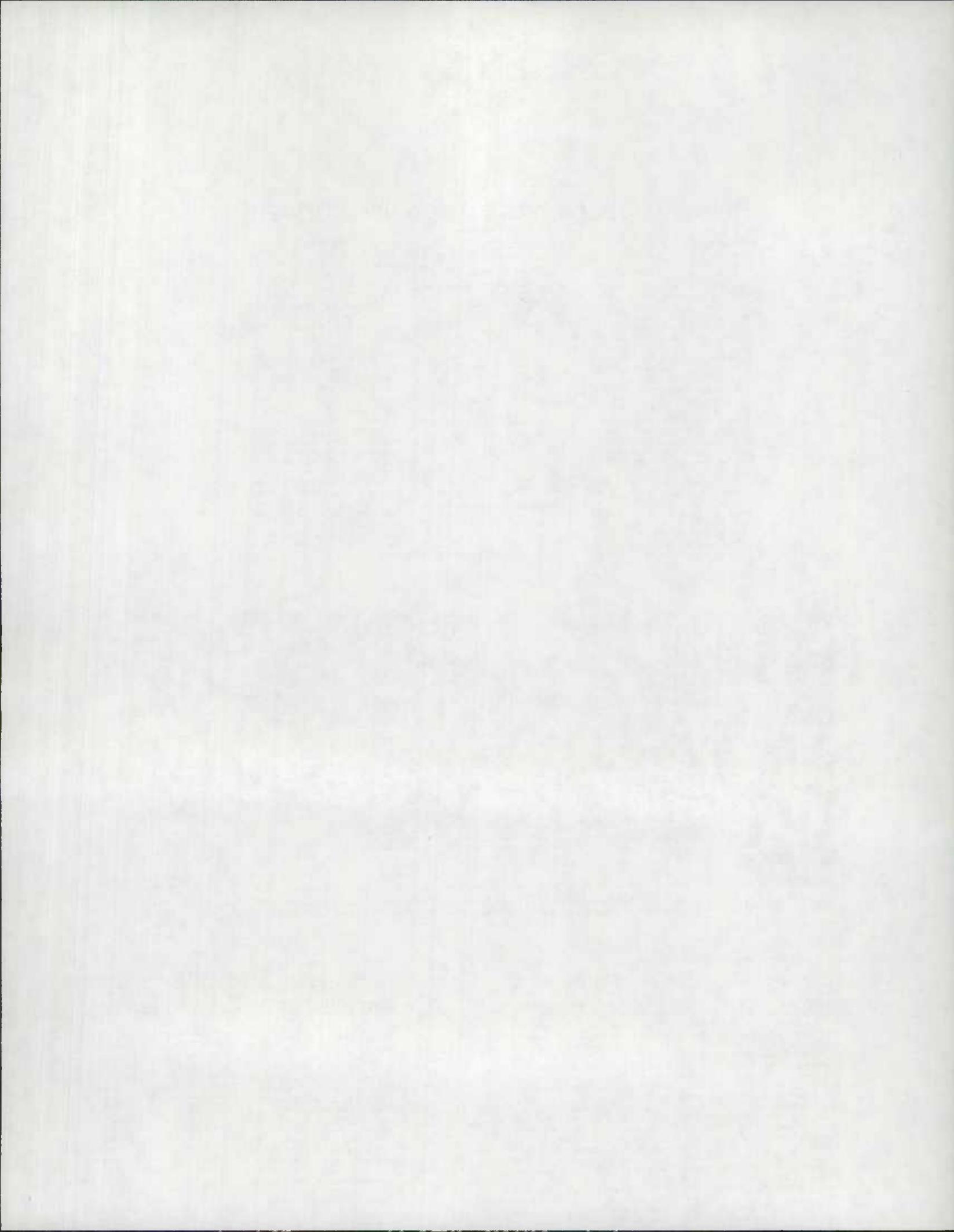
WASHINGTON — Maryland and Virginia officials yesterday unveiled "Drive to Survive — Together," a multipronged Capital Beltway safety program that includes a system of electronic signs for traffic conditions and video cameras to spot accidents.

The program also will include a \$500,000 public relations campaign, paid by both states, that will use TV, radio and newspaper ads starting in September to promote safe driving.

"Unless people take it seriously, it won't work," said Gov. William Donald Schaefer, who announced the plan at a press conference with Vir-

ginia officials yesterday unveiled "Drive to Survive — Together," a multipronged Capital Beltway safety program that includes a system of electronic signs for traffic conditions and video cameras to spot accidents. Twenty-six electronic signs, positioned at the Virginia and Maryland Interstate 95 entrances to the Capital Beltway and from Springfield, Va., to Route 5 in Prince George's County, will flash information on traffic problems and suggested alternate routes. Motorists also will be able to tune in to 530 AM on their radios for information.

Video cameras posted at approaches to the Woodrow Wilson bridge, one of the beltway's most troublesome spots, will relay pictures of accidents or stalled vehicles back to traffic-operations centers at College Park and Columbia Pike in Virginia. The centers will then dispatch emergency vehicles and flash information to the cameras.



ICE GEORGE'S JNTY

Sentinel

7/20/89

Bridge project nears completion

One of Maryland's 10 most dangerous bridges has been tamed as a \$6 million renovation project nears completion.

By mid-August, the last minor renovations along the Hyattsville Bridge on Alt. U.S. Route 1, should be completed, said a state highway spokesperson.

The bridge, now open to traffic, meets all national bridge safety standards and has no weight restrictions. State highway workers will now basically be tidying up the place and putting things back the way they were before the project began, such as the city's municipal parking lot.

ANNE'S COUNTY

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Jack Williams said Friday he was not advised in advance that the change would be made. "The state traffic people from the Reach the Beach Committee changed it. I pretty well have to go along with what they say," he said.

SHA's concern was that traffic on Route 50 was backing up because of the "split phase" green light for those crossing Route 50 from Route 18 and Jackson Creek Road, which added extra time at the intersection, Williams said.

"They're going to check (the intersection) this weekend," Williams said, adding, "I would have been inclined to leave well enough alone."

"I'm mad. To do this is absolutely insane," said Cissy Roseberry, who last year had organized the petition drive to get the turn arrows installed.

"There is no sign whatsoever telling people there is a traffic light change," said Kay Ewing,

owner of Holly's Restaurant, located at Route 50 and Jackson Creek Road. "I worry about the people trying to cross at the light."

Grasonville residents predicted a heavy backup into Grasonville as a result of weekend beach traffic.

When Queen Anne's County Commissioner Wheeler Baker called SHA official Ed Buck Friday morning questioning the change, he was told SHA was experimenting over the weekend with changing the light to determine whether it would alleviate traffic backups on Route 50.

"I told him it was ridiculous," Baker said.

"I thought we settled all this last year when the light was changed. They're only looking out for the people going to Ocean City," he said, adding "we're going to be back on the phone (with SHA) first thing Monday morning."

Star Democrat
7/17/89

ARY'S COUNTY

planned unit develop, Fairfax said about a concern voiced by those residents.

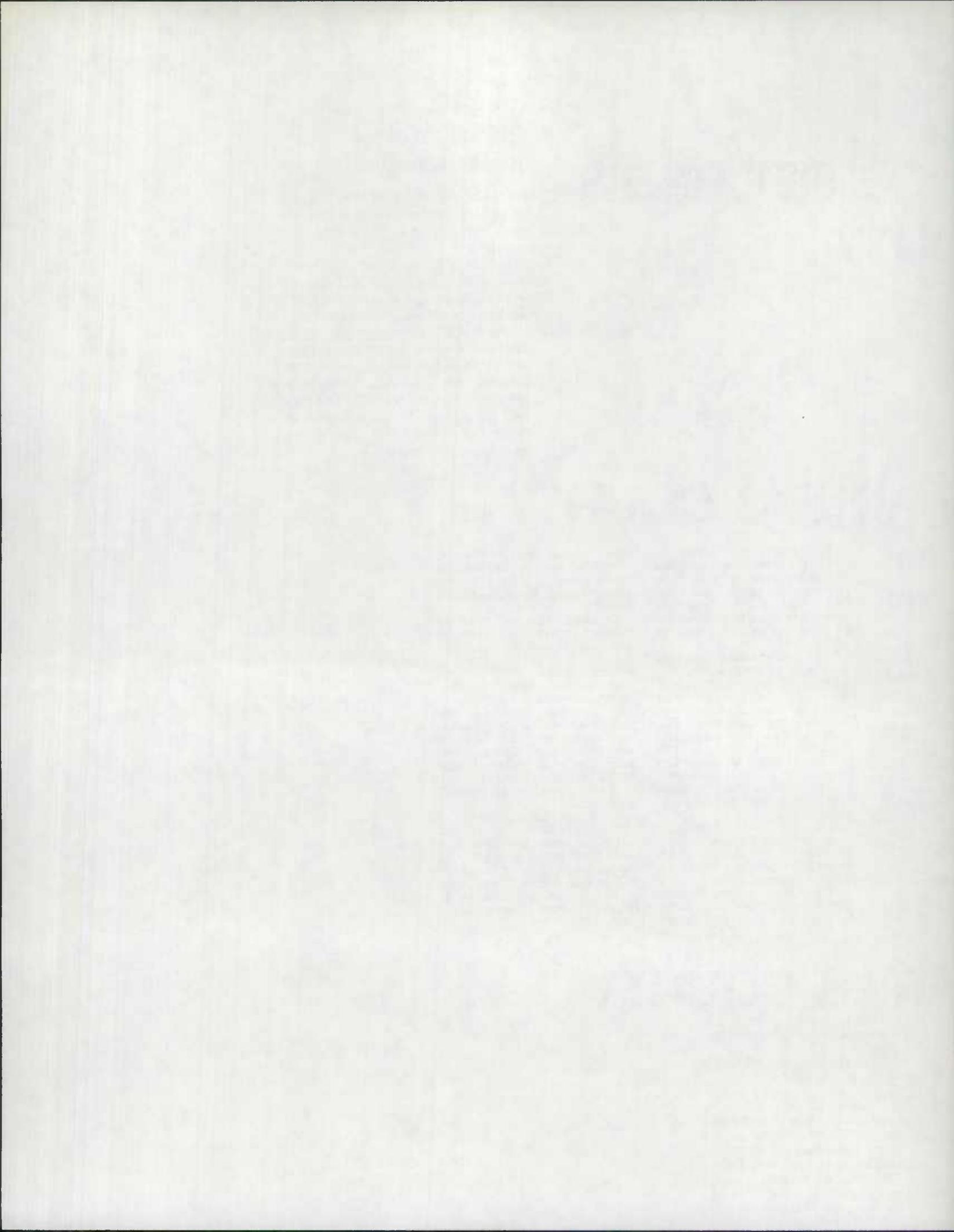
"I'm not touching Barefoot Acres," Brown said.

"Is it proper or legal for (Brown) to commercialize the only access to our property?" asked Ron McNee, a resident of Barefoot Acres.

"We don't need any more junk stores," said McNee's wife, Marie.

When asked if studies showed the shopping center would do enough business to avoid failure and disrepair, Brown said he will ensure his

Enterprise 7/26/89



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Charles Co.

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on Hill Farm, located off In-
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s the children the opportunity
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rming chores. They can feed
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s, goats and sheep and still
time for a hayride. There is
mission fee. Call 839-1177.

Another step back into time is
the National Colonial Farm in Ac-
cokeek on Bryan Point Road. This
working colonial farm offers your
youngsters the opportunity to see
how kids back then had to do more
than just clean their rooms. There
was wheat to be harvested, ani-
mals to be fed, barns to be
cleaned, fences to mend, crops to
be planted and kitchen chores to
be done.

The farm is closed on Mondays
and there is a nominal admission
charge. For more information,
call the farm at 283-2113.

C&P Telephone offers entertain-
ment suggestions for kids and
their parents via the phone lines in

an updated weekly information
format. Call 294-6464 from any
TouchTone phone. When asked
which information you seek, enter
the four-digit code 1403.

According to Russ Ulrich of the
Maryland State Highway Admin-
istration, the long-awaited link be-
tween Interstate 295 and Route 210
should be finished this summer.
The completion of the \$27.5 million
project will let Charles County
commuters avoid the Capital Belt-
way when traveling between I-295
and Route 210.

The completed ramp and bridge
system will carry I-295 over the
Beltway, where it will then paral-
lel the interstate on the south side
until it connects with Indian Head
Highway. As many of you know,
currently commuters merge onto
the Beltway near the Wilson
Bridge to make the connection be-
tween the two highways. This can
be very congested and hazardous.
With the completion of this pro-
ject, Charles countians will have a
much safer alternative.

Additionally, work on Route 414,
Oxon Hill Road, is scheduled for
completion by the end of 1989. This
road is being widened from two
lanes to four.

pendent

7/26/89

RICK COUNTY

GLADE VALLEY JAYCEES 'ADOPT' 194

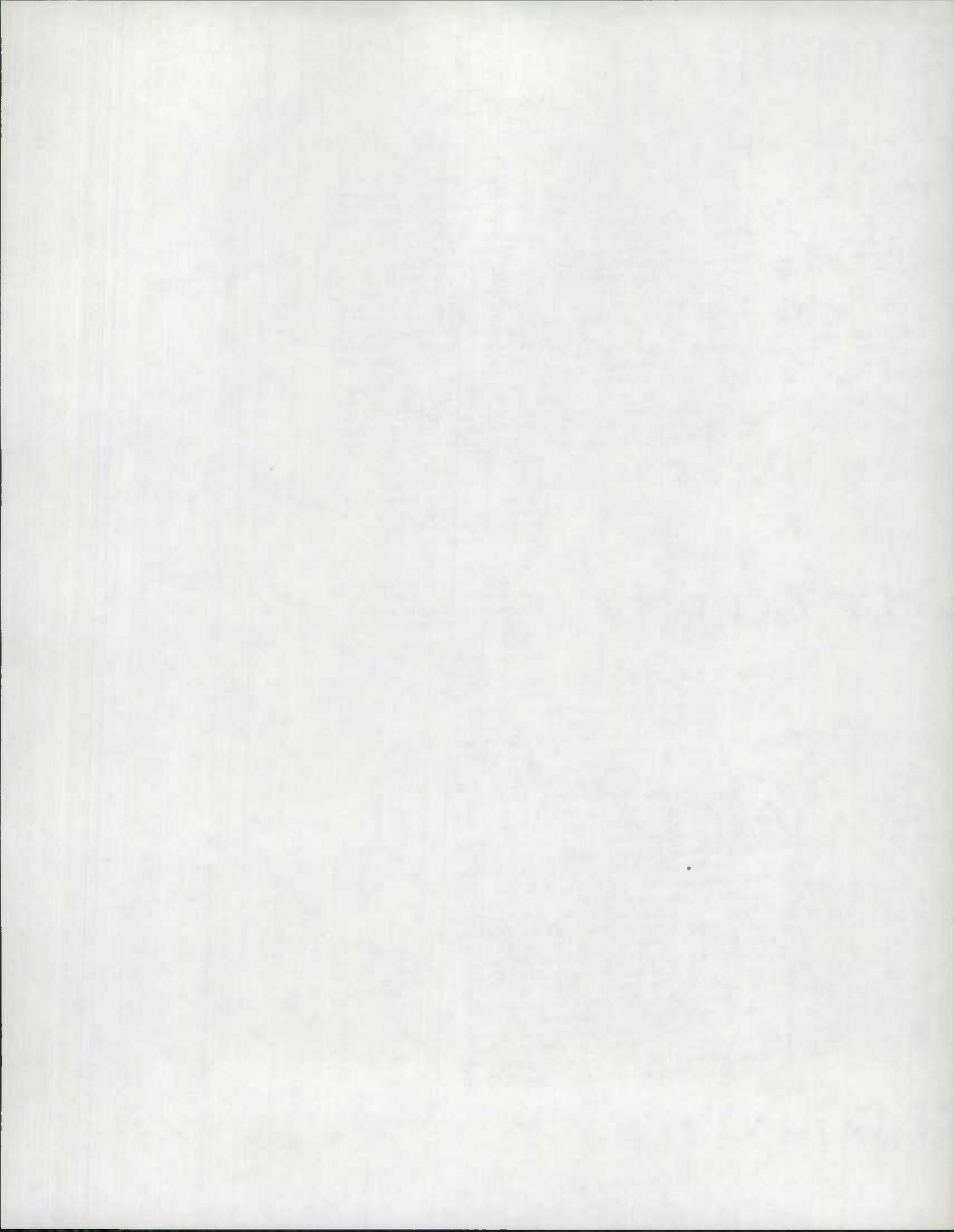
The Glade Valley Jaycees, in cooperation with the
Maryland Department of Transportation's State High-
way Administration, has formed the first "Adopt a
Road" SWAT team in Frederick County and on
Saturday began its two-year cleanup commitment on
the section of Md. 194 between the traffic signals at
Glade Boulevard and Walkersville High School. The
Jaycees teamed up Saturday morning with district
highway officials to kickoff the program. From left
are, kneeling, Jaycees President Sharon Grossnickle
and Community Development Vice President Dawn
Teague. Standing, Richard K. Lindsay, SHA resident
maintenance engineer for Frederick County; Jaycees
Gary Bakley, Beth Barkley, Dan Heck & Jim Cliber;
and Paul Frushour of the SHA. Mr. Lindsay said
Maryland is the 17th state to join the "Adopt a Road"
program designed not only to help keep highways
clean but also to encourage people not to litter — an
expensive habit (actually a violation of law) annually
costing Maryland \$4 million and Frederick County
over \$200,000. The loss in damage to highway
equipment from litter, including downtime and man-
hours, is heavy (like 50 flat tires a year), as it is to
farmers whose equipment and valuable farm animals
also fall victim to wanton littering. The Glade Valley
Jaycees will attend to the highway cleanup four times
each year of the two-year program. (Mirror Photo)



Glade
Times
Mirror

7/26/89

IT COUNTY



planned unit develop, Fairfax said about a concern voiced by those residents.

"I'm not touching Barefoot Acres," Brown said.

"Is it proper or legal for (Brown) to commercialize the only access to our property?" asked Ron McNee, a resident of Barefoot Acres.

"We don't need any more junk stores," said McNee's wife, Marie.

When asked if studies showed the shopping center would do enough business to avoid failure and disrepair, Brown said he will ensure his investment of \$10 million to \$12 million succeeds.

The State Highway Administration does not plan a traffic signal for the intersection of Old Rolling Road and Route 235, Gerdel said.

The site plan was approved.

The residents of Barefoot Acres should get together and petition the county commissioners and the State Highway Administration if they want a traffic signal, Fairfax said.

Enterprise 7/26/89

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TALBOT COUNTY

County may terminate lease

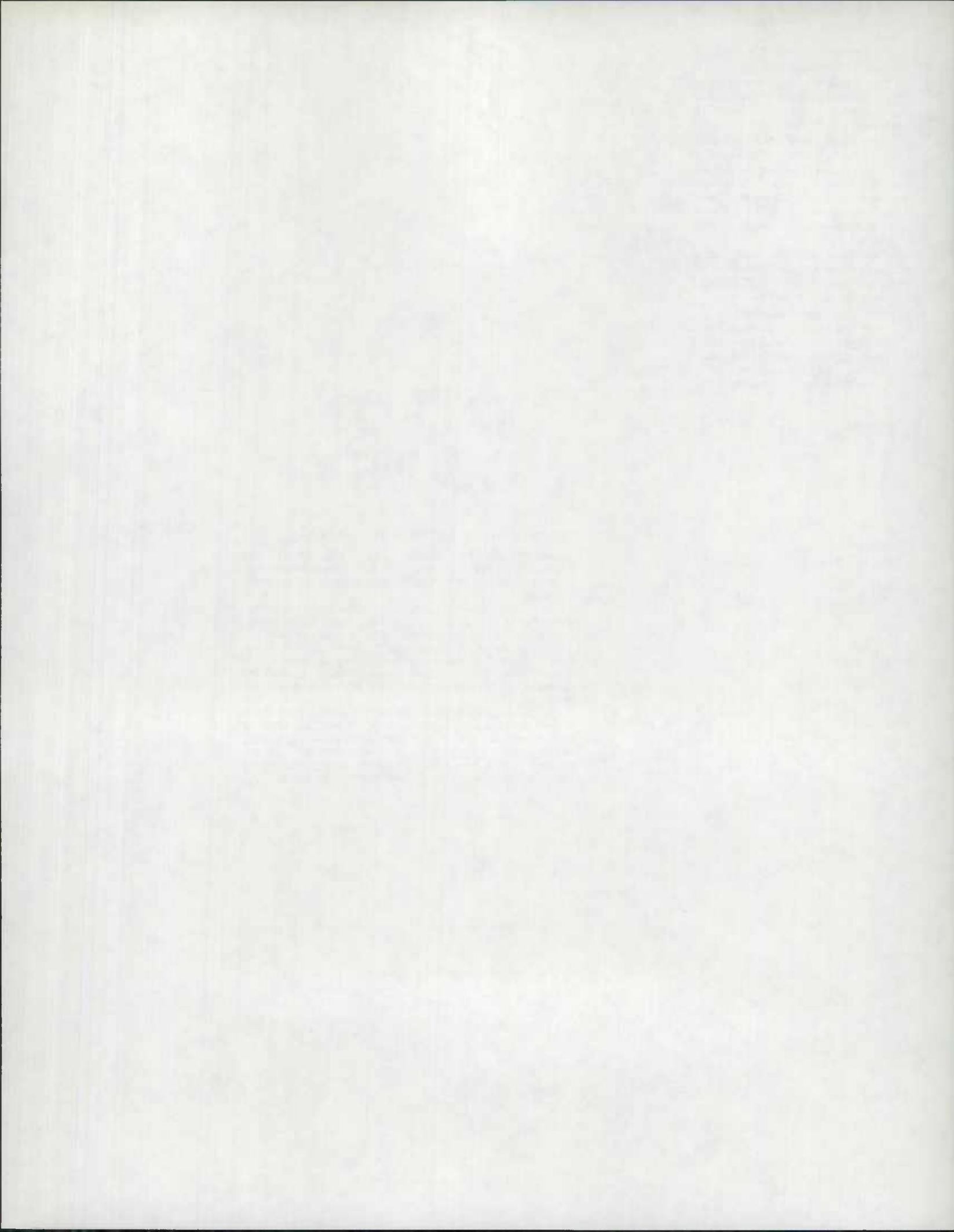
EASTON — Most Talbot County officials did not realize that since 1930 they have been leasing one-tenth an acre of land at the Oxford Ferry Dock from the town of Oxford.

The lease, renewable every 30 years, could be terminated by August of 1990, Assistant County Engineer F. Jesse Fearins told the Talbot County Council Tuesday.

That seems to be the council's intent. Council President Thomas G. Duncan said he has been in contact with Oxford Town Commissioner Aileen Vreeland, and apparently "Oxford sees no problem with ending this arrangement."

Fearins said that under the lease signed between the county and the town almost 60 years ago, the strip of land the county leases now runs through the middle of the ferry dock's parking lot. It is separated from the actual ferry dock by a strip of land off Route 333 that the Maryland State Highway Administration maintains.

Star Democrat
7/20/89



community meets state standards as barrier construction, other projects take priority.

Since 1985, residents have been trying to get on the waiting list for sound barrier projects. But, because of what many say was an oversight by the state, they are no closer to getting the barriers.

"We are being penalized for their (the state's) mistakes in 1985," said Oakleigh resident Joan Jewell. "Since they made a mistake, they should put us on the list where we should rightfully be. We don't want to be an exception. We just want to be treated fairly."

Two studies, involving 10 locations in 1985 and 81 locations in late 1987, were conducted by the state to determine the extent of Beltway noise in the area.

way; the barrier has to be physically possible; the cost has to be within reason (not to exceed \$40,000 per protected house); and the community must be in favor of the solution.

Adams said that, based on the two studies, all criteria had been met but one: not enough houses in the Oakleigh community were found to be impacted, which raised the cost of the barrier per protected house.

two years later, leaving at least nine projects as yet unfinished. Adams estimated a completion date of 1991.

The Oakleigh residents feel that, with a more thorough study back in 1985, their community would have been on the original list of projects.

"Even if the 1988 results had been the same as in 1985, I'm not at all sure

Outraged by the findings, Oakleigh residents, led by Jewell, demanded another meeting with Landscape Architecture. Finally, a third study was scheduled, this one for December 1988.

At least 15 more houses — more than 50 total — were found to be impacted, bringing the cost of the project down to an acceptable level. But Oakleigh still wasn't on the waiting list.

barriers," Adams said. "We recognize that these folks are concerned. Maybe there was a mistake done by our people. Hopefully, we will find a way to get us closer to a project. I have no idea what that way would be."

Klima is currently organizing an "Oakleigh Task Force" for a June 27 meeting with local elected officials and state representatives.

"We've never had sidewalks and we don't care," Jewell said. "There are some things you can live without. But not your sanity."

Northeast Times Reporter

6/21/89

New Cromwell Bridge runs into costly snags

Bill E. Garrison

The engineering firm, Rummel, Klepper and Kahl, waited over a year for all permits to clear, Neff said. The \$12,125 addendum will cover increased equipment and payroll expenses.

The plan to remove the 50-year-old bridge over Gunpowder Falls on Glen Arm Road and construct a new bridge 55 feet downstream was first budgeted in 1977 after an inspection found the bridge's years numbered, said John Trenner of the county's Highway Design division.

The proposed bridge, with an estimated construction cost of over \$2 million, will be seven feet higher off the river than the existing bridge to

avoid flooding, he said. The structure will also support the increased traffic flow of recent years.

When asked why the review period was so lengthy, Earle Freedman, SHA Deputy Chief Engineer, said the State was not responsible.

"We (SHA) react to submissions made to us. We do not initiate them," he said. "If the counties have long periods between reviews, that's how it is. They have a tremendous work load."

"The State is as timely as possible," he added, "considering that at any given time we might have 40 to 50 projects going through the office."

Stan Wong, Chief of the Waterway Permits Division (in the Department of Natural Resources) responded in a like fashion:

"We've been waiting for information from them (the county)," he said. "(The project) has not been active in our department since 1986. We approved the hydraulics (water patterns against the site of the proposed bridge) and are now waiting for the design to be submitted."

If all goes as planned, the new bridge should be completed in early 1992 and should serve Maryland residents through 2042, Neff said.

A County Council meeting Monday granted approval of the addendum for the project to continue.

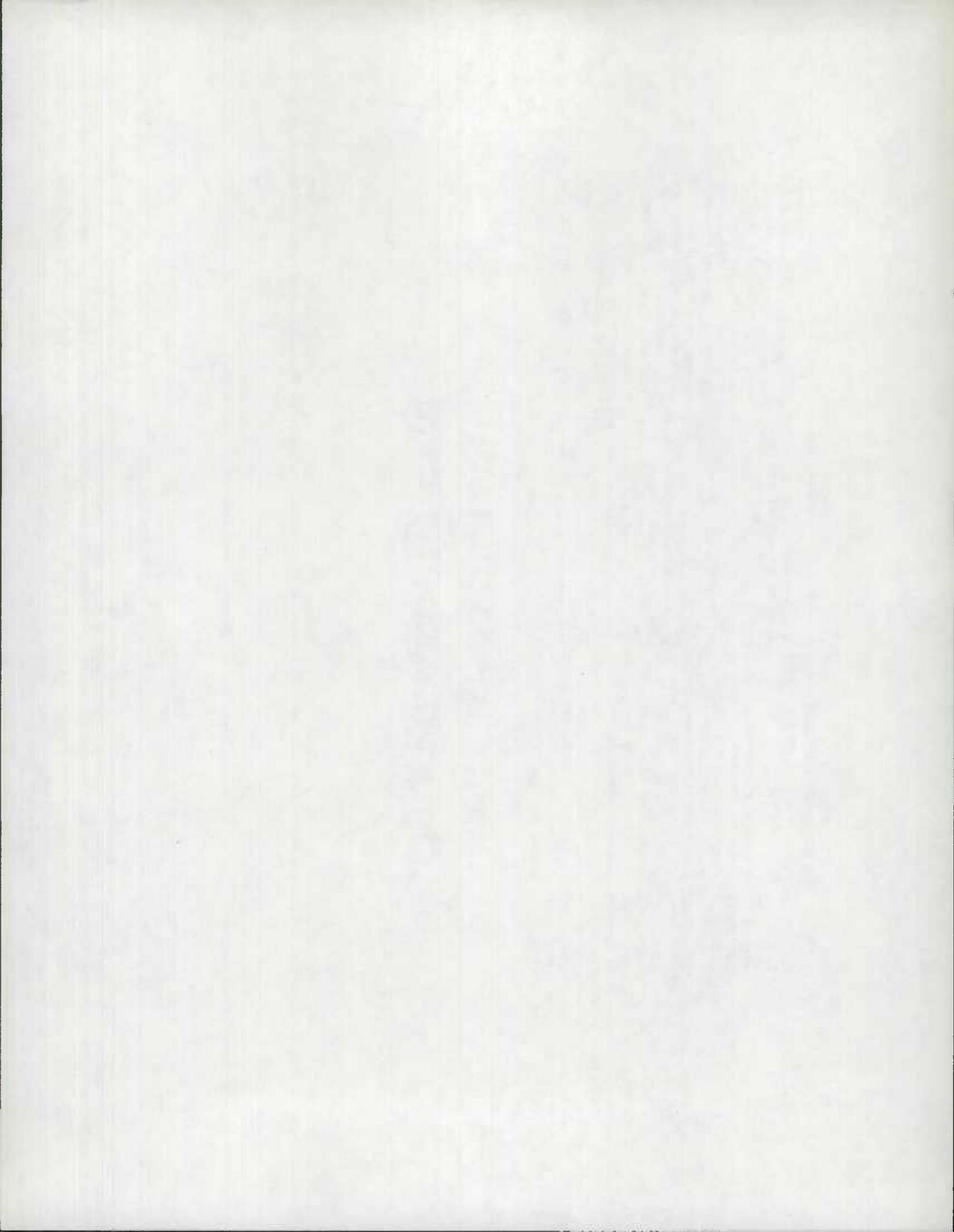
Northeast Times Journal
6/21/89

A longer than anticipated review of the Cromwell Bridge proposal by the State Highway Administration and the Department of Natural Resources may cost Maryland residents over \$12,000 in fiscal 1990.

In an interview early last week, Gene Neff, director of the Baltimore County Department of Public Works, said the review process took "an incredible amount of time."

"Our engineer could not do any work until he got the permits," he said. "Now that he has them, there has been such a lapse of time he must adjust his fee accordingly."

1. 14



MONTGOMERY COUNTY *cont*

I-270 widens nears the end of a long road

■ I-270 at a glance, plus fun highway facts/A6

By MATT HAMBLEN

Journal staff writer

Behold! A light at the end of the tunnel!

After years of planning, controversy, lawsuits, dust, fender benders, blood, sweat and tears, Interstate 270 is growing wider, almost by the month.

Inch by inch, mile by mile, road crews are loosening the I-270 traffic straitjacket, exposing thousands of traffic-crazed motorists to what highway officials say will be a life of normal motoring.

County road officials, like the motorists they serve, mince few words when talking about the road project and the hopes they hold for it.

"Maybe by fall, people will finally stop bitching about I-270," said

Robert S. McGarry, director of the county's Department of Transportation. "By the fall of '90, people won't talk about I-270 anymore."

Has Jeane Dixon ever made a prophecy so true? Indeed, by 1991, traffic engineers say all six phases of the 11-mile, \$263 million construction project will be complete, easing the flow of traffic from North Bethesda to Germantown.

Already, segments of the road

have opened to traffic. But the most dramatic improvements could come by the end of this year, with the widening at the southern end of the highway, McGarry said.

"When we get that southern end opened, it's going to move the traffic right up to Germantown," McGarry said.

I-270, said State Highway Administrator Hal Kassoff, "was probably the most congested road in the state."

"We felt we were at a crossroads when we decided to do the widening. It was a case of starving off the economic potential of the area with a low level of service or coming in there to do one of the largest projects ever in the Washington area."

"It was a dramatic problem that required a dramatic solution," Kassoff said.

Please see I-270, A6



New lanes will ease traffic, officials say

I-270 from A1

For most of its length, I-270 will double in width from six to 12 lanes. In each direction, there will be four inside "express" lanes separated by barriers from two outside "local" lanes.

State Highway Administration engineers call the outside lanes collector-distributor or C-D lanes, since they collect and distribute vehicles entering and exiting I-270.

The C-D lanes will go between North Bethesda and Gaithersburg. There will be no C-D lanes north of Route 124 in Gaithersburg to Middlebrook Road in Germantown.

State engineers are re-examining a seventh phase of widening between Germantown and Clarksburg (Route 121).

They are deciding how many lanes to include and whether any should be C-D lanes. Decisions on I-270 from Clarksburg to Frederick probably will influence what happens between Germantown and Clarksburg, state engineers said.

Latest schedule

Here is the latest schedule for the completion of each of the six phases, said SHA officials:

■ By mid-August: Road crews expect to complete the segment north of the new Interstate 370 interchange at the CSX Railroad bridge in Gaithersburg.

Much of the I-370 interchange already is done, but crews have been digging under I-270 to connect I-370 to Sam Elig Highway and the large Washingtonian Center.

I-370 already carries traffic from I-270 to the Shady Grove Metro area about two miles east. It was opened earlier this year and is one of the shortest federally financed interstates in the country.

■ Late summer: Crews will open a segment from just south of Route 28 in Rockville to south of Shady Grove Road — an area separating Rockville and Gaithersburg. The region will be the scene of extensive office and high-tech development in the coming decade, and planners already are talking about expanding the new Shady Grove Road interchange.

■ Late 1989: Crews plan to open two segments: one from the CSX Railroad bridge north to Great Seneca Creek; the other from the I-270 spur in North Bethesda to south of Route 28 in Rockville, including the new Falls Road (Route 189) interchange.

■ Next summer: Crews will open the elaborate Montrose Road interchange, with two tunnel underpasses to provide access to two office parks proposed to be built nearby.

The bigger tunnel will run under Montrose Road, allowing northbound I-270 traffic to exit on a ramp before Montrose Road, and then go

under it to reach the proposed Lower Oaks office buildings on the northeast corner of Montrose Road and I-270. The other tunnel will serve the large Fortune Parc office development on the northwest corner of I-270 and Montrose Road.

■ Spring 1991: The sixth segment to be opened will be from Great Seneca Creek north to Middlebrook Road in Germantown, where a new interchange is being constructed.

Fast track

While some traffic-weary commuters bemoan the pace of I-270 construction, it could have lasted much longer.

The I-270 construction schedule was put on a fast track several years ago in response to pressure from county officials, developers and commuters, state officials said.

A lawsuit by civic activists delayed construction at the southern end along Cabin John Regional Park, but a federal judicial panel ultimately ruled in favor of the widening.

Transportation officials say the widening project would have taken two to three more years if not for Gov. William Donald Schaefer, who while mayor of Baltimore lent an engineer to help the SHA design the road.

Last summer's dry weather also helped the project move ahead quickly, reducing the impact of rainy days this spring and summer, officials said. There are six general contractors on the project with as many as 600 workers employed by various subcontractors.

All the contractors have financial incentives in their contracts to finish on time, including awards of \$5,000 or more each day a contract is finished ahead of the target date, and penalties of \$5,000 or more each day a contract falls behind.

Construction also has been faster than on many highway projects because contractors are using prefabricated materials, including culverts and panels for retaining walls, engineers said.

Rather than setting up concrete forms, and pouring cement, crews have saved time by installing the pre-made materials.

The construction has been cause for some excitement for transportation officials who have fought for years to see it done.

Typically, morning traffic southbound into Virginia and other points has crawled along, making a trip from Germantown to North Bethesda an hour or longer, twice what it should be, commuters and traffic reporters have said.

The glut in the evening rush hour, especially on Fridays, sometimes holds up traffic along the I-270 spur to the Beltway and all the way to the American Legion Bridge and over the Potomac River — a distance of five miles.

Recent widening of the Beltway from River Road to the Potomac River has made the Virginia-to-Maryland trip more frustrating.

Heavy volume

The most recent measurements available, taken in 1987, show that I-270 carried more than 143,000 cars and trucks every day. That number is expected to grow to more than 185,000 in 2010.

Highway engineers say the life of a typical highway project is about 20 years, that means when a project is anticipated, planners assess how much an area will grow 20 years after the project opens and design the roadway with the projected growth in mind.

How long will it be before I-270 gets crowded again? "Well beyond the year 2010," SHA Planning Director Nell Pedersen said.

Planners designed I-270 to hold 1,800 vehicles per lane per hour in 2010, which means it will be crowded, but not stop and go. Before the widening, I-270 carried 2,100 vehicles per lane per hour, Pedersen said.

But Walt Stirling, traffic reporter for radio station WLTT-FM (94.7), who makes several trips over I-270 at rush hour every day, predicted the I-270 widening will "only hold the line (on traffic) for a couple of years and that's about it."

Stirling said that with major job growth planned in Germantown and Clarksburg (now a rural hamlet), that "we'll also need a rail line all the way to Frederick."

Indeed, the state has a major study under way of rail and other transit alternatives from north of Shady Grove Road to Frederick. The worry about the need for transit comes from the realization that there is no more room to widen I-270 or provide a sizable parallel road, and the growing recognition of the harmful effects of so much air-pollution from 80,000 cars.

The total \$263 million cost of the I-270 project includes \$80.9 million for the elaborate I-370 interchange in Gaithersburg and portions of the main lanes on I-270 near that interchange.

It cost nearly \$18 million alone to buy the land for the I-370 interchange (which covers a diamond-shaped area about one-half mile long and one-half mile wide) and the ribbon of I-370 land eastward to Route 355.

Highway users are paying for the widening project through taxes on gasoline. Ninety percent of the total is being paid from federal gasoline tax proceeds and 10 percent from state gas taxes. The county is paying for small portions of the project, including some ramps.

Speeders beware

I-270 was a fairly safe road before the widening construction began, probably because cars were moving relatively slowly during traffic jams, said Robert Kilian of the SHA's accident statistics division.

There were only 65 accidents per 100 million vehicle miles on I-270 before construction began, compared with the 70 to 75 accident average on all other Maryland highways, he said. In each year from 1986 to 1988 there were two fatal

accidents along the portion under construction, with a high of 446 non-fatal accidents in 1988.

The effect that traffic jams have on slowing down traffic and reducing accidents can serve as warning for drivers who are tempted to speed on newly opened sections of I-270.

"When it's not rush hour, people want to go 65 or 70," Stirling said. "Even though there's construction and congestion, when a space clears out, they're still jerks."

If the new C-D design sounds like a faster way to get to work, engineers agree. But State Police already are setting up speed traps for the temporary 45 mph speed limits on the newly opened C-D lanes.

SHA District Engineer Mike Snyder said the C-D lanes probably will be posted later at 60 mph with 55 mph on the main lanes.

Lt. Francis Tully of the State Police, which patrols I-270, said the SHA has posted enough signs to keep the C-D lanes and construction areas from being too confusing.

"We don't have reports of people getting overly lost and fortunately the accident rate is minimal," Tully said.

"A percentage will try to drive faster, and our job is to try to stop them."

Designers put pizzazz into barriers

By MATT HAMBLEN

Journal staff writer

When state engineers designed the widened I-270, they called in architects to improve the appearance of the road's many sound barriers and retaining walls.

State Highway Administration architects and engineers worked with the county Planning Board's staff to pick the block design of the walls. The design is a combination of squares and rectangles of different sizes sometimes seen on building facades.

The noise barriers are fabricated in a plant, with the block shapes molded into concrete slabs, state officials said. The slabs often are 10 feet wide and 20 or more feet high, and are fitted together atop pilings along residential areas.

Karen Kumm, a landscape architect for the Planning Board, conceived the block design and worked with two private manufacturers to create the forms. Now, manufacturers are marketing the design nationwide.

"I wish we had a patent on that one," Kumm said.

Kunum said the random block design seemed logical. "There is a tradition of stone walls on the Washington parkway system," she said.

“I-270 is a Main Street, not a through street.”

— Neil Pedersen
SHA planning director

SHA Administrator Hal Kassoff estimated that the special brick brown poles, walls and other unusual architectural touches added less than 5 percent — or less than \$13 million — to the total \$263 million price tag for the I-270 widening.

Another unusual architectural touch is the color and texture of the Jersey barriers — the low barriers that separate the local collector-distributor lanes from the main express lanes. Architects decided to tone down the stark white color of the barriers, making them a light brown (the more natural color of concrete) to match the noise barriers and retaining walls.

Workers have given a rough texture to the barriers, showing some of the pebbles in the concrete, by blasting the surface with pressurized water, officials said.

A special spray is applied to protect the retaining walls and noise barriers from graffiti artists.

While motorists already may be accustomed to the barriers and retaining walls, state highway officials say they expect it will take a while for people to adjust to the new collector-distributor lanes.

"It's going to be an adjustment of ... people aren't used to this type of movement," said Mike Snyder, district engineer for the SHA. "It's different, and anything different drives people crazy."

Kassoff said the design of the C-D lanes and the main lanes are similar to the design of some New Jersey interstates, but in New Jersey highways typically have very few slip ramps. Slip ramps, which allow motorists to "slip" between the local and express lanes, will occur more frequently along I-270.

Kassoff, who was trained as an engineer, chose the C-D concept because of the peculiar nature of the I-270 corridor.

"With the new interchanges along I-270, less than a mile apart in some cases, there was minimal spacing," he said. "That made it very, very tight for weaving (exiting and entering at about the same time in the same space) along the main line."

"The concept is to have all the exiting and entering functions occur on the C-D lanes."

In picking C-D lanes, highway engineers ruled out High Occupancy Vehicle lanes, as seen on some Northern Virginia highways. The reason: There are so many employment areas along I-270 that a high number of the rush-hour trips are only two or three interchanges long, they said.

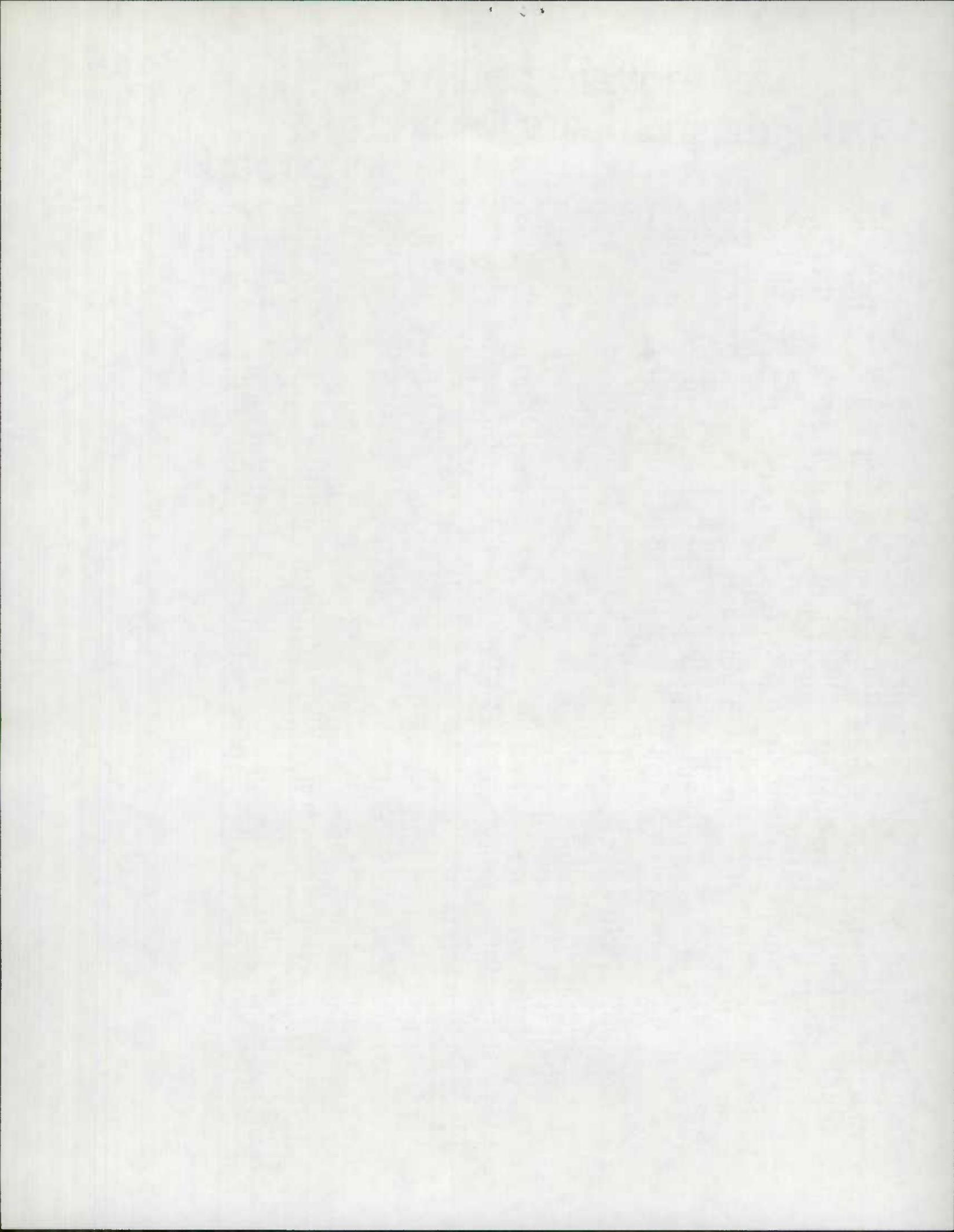
"I-270 is a Main Street, not a through street," said SHA Planning Director Nell Pedersen.

With the relatively short trips, it became necessary to separate the Main Street traffic from the through traffic — those drivers who want to go, say, from Frederick all the way to downtown Bethesda or interstate drivers.

Also, engineers said HOV lanes work better when the employment center is at one end of a highway. (The Pentagon at the end of Interstate 395 in Northern Virginia is a good example.) But the destinations on I-270 are in the middle, and many commuters arrive from homes on either end, they said.

"It's also a much safer design," said Pedersen of the C-D lanes. "When you sit now in those traffic jams, you always back up at the interchanges. In the future, all that traffic will be off the main line and that won't cause friction."

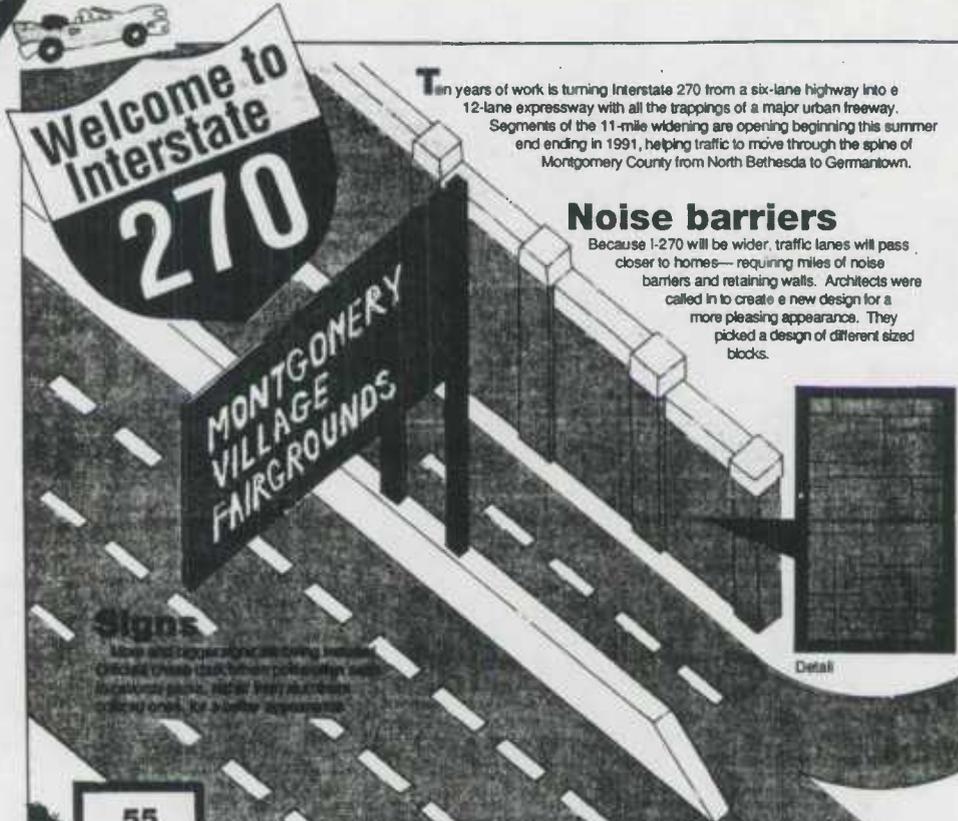
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MONTGOMERY COUNTY cont



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Ten years of work is turning Interstate 270 from a six-lane highway into a 12-lane expressway with all the trappings of a major urban freeway. Segments of the 11-mile widening are opening beginning this summer and ending in 1991, helping traffic to move through the spine of Montgomery County from North Bethesda to Germantown.

Noise barriers

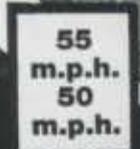
Because I-270 will be wider, traffic lanes will pass closer to homes—requiring miles of noise barriers and retaining walls. Architects were called in to create a new design for a more pleasing appearance. They picked a design of different sized blocks.



Detail

Signs

New and upgraded highway signs. Official signs that show police and other law enforcement officers the correct way to use the road.



Speed limits

The speed limit will be 55 mph for the main lanes of the highway, and 50 mph for the outer C-D lanes. State Police already are filling state coffers with contributions from speeders caught on the C-D lanes. During construction, most C-D lanes are posted at 45 mph.

C-D lanes

The new Interstate 270 will have four C-D lanes. Most people will find it difficult to drive on these lanes. The lanes are designed to be used by 12 lanes and will be used by 12 lanes. The lanes are designed to be used by 12 lanes and will be used by 12 lanes.

Fun facts

On average, 143,000 cars and trucks used I-270 every day in 1987. The number is expected to reach 185,000 by the year 2010.

Road crews are applying a special "popcorn" blacktop to new lanes, which gives greater traction in wet weather.

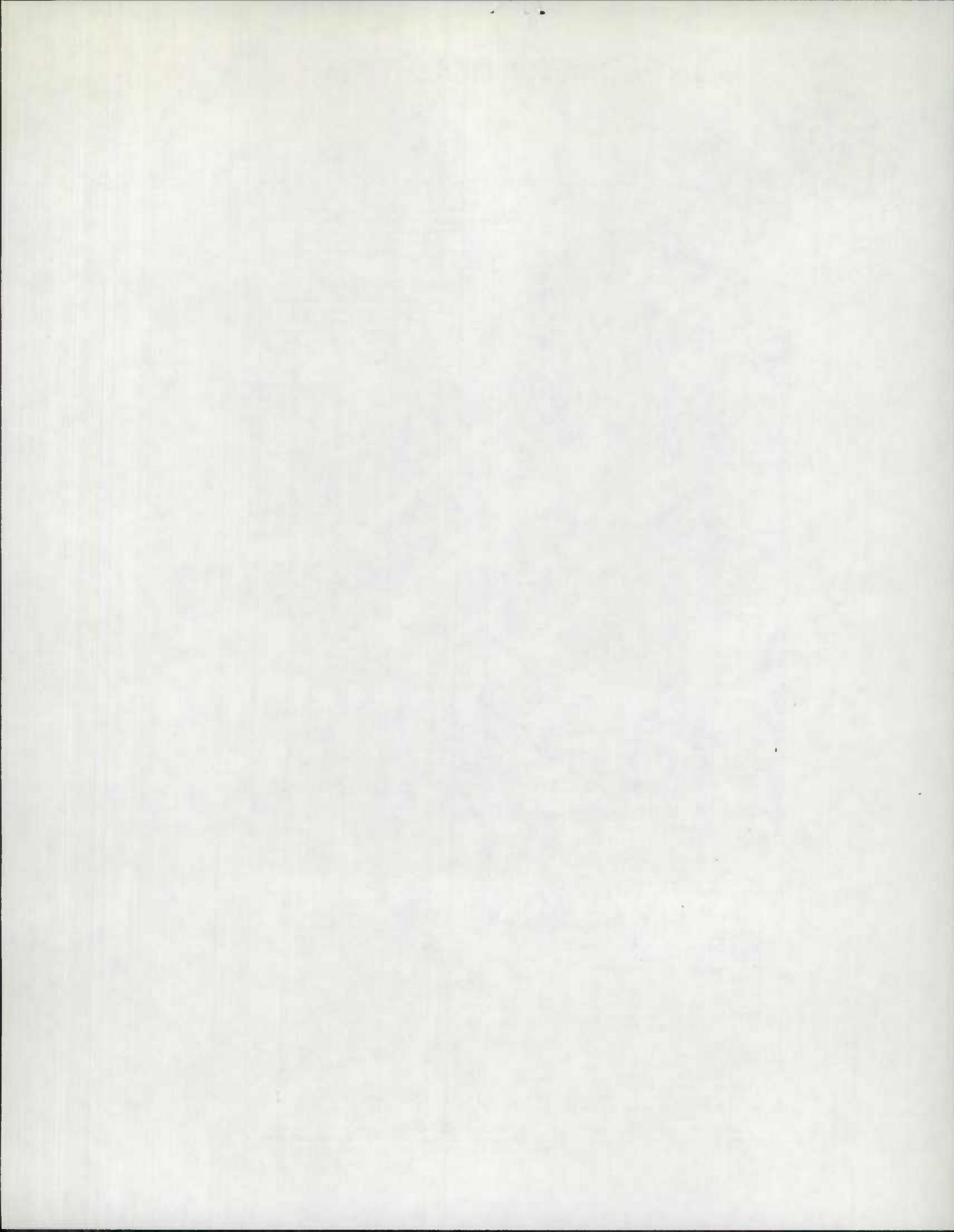
Accidents: I-270 has had fewer accidents on average than other highways in Maryland. There were 347 accidents in 1986, 406 accidents in 1987 and 446 accidents in 1988 on the section between Germantown and the Capital Beltway. In each of those years, there were two fatal accidents.

State Highway safety analysts say congestion at rush hour has helped keep the accident rate down with slower speeds.



Probably the most complicated interchange along I-270 will be the new I-370 interchange. The interchange will carry traffic east to the Shady Grove Metro station and west to the new Washingtonian Center development.

Cont. from previous page





**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

November 20, 1989

MEMORANDUM

TO: Mr. Hal Kassoff
Mr. John A. Agro
Mr. Bob B. Myers
Mr. John J. Cahill
Mr. Robert J. Finck
Mr. Earle S. Freedman
Mr. Thomas Hicks
Mr. Robert Douglass
Mr. Jack F. Ross
Mr. Charles B. Adams
Mr. Anthony M. Capizzi
Mr. Barry E. Ditto
Mr. James K. Gatley

Mr. John H. Grauer
Mr. Gary R. Gray
Ms. Angela B. Hawkins
Mr. Charles E. Rose
Mr. John T. Neukam
Mr. P. Russell Ulrich
Mr. John D. Bruck
Ms. Kathleen Fay (20 copies)
Mr. Charles R. Olsen
Mr. Christian C. Larson
Mr. Karl Teitt

FROM: Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

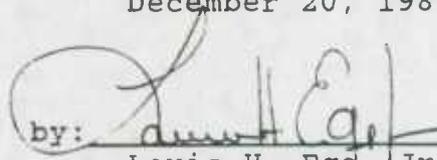
SUBJECT: Contract No. H 887-101-471 N
MD 7 Relocated
US 40 - Stepney Road
Harford County
PDMS No. 123148

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NOV 21 1989
HIGHWAY INFORMATION
SERVICES DIVISION

For your information, attached is a copy of the Public Notice which will appear in the following newspapers:

Sunpapers	November 23, 1989 & December 21, 1989
The Aegis	November 23, 1989 & December 21, 1989
The Record	November 22, 1989 & December 20, 1989

by: 
Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

LHE:RMG:ds
Enclosure

cc: Mr. R. J. Houst
Public Meeting Unit
Asst. Division Chiefs - Project Planning Division

My telephone number is (301) 333-1130

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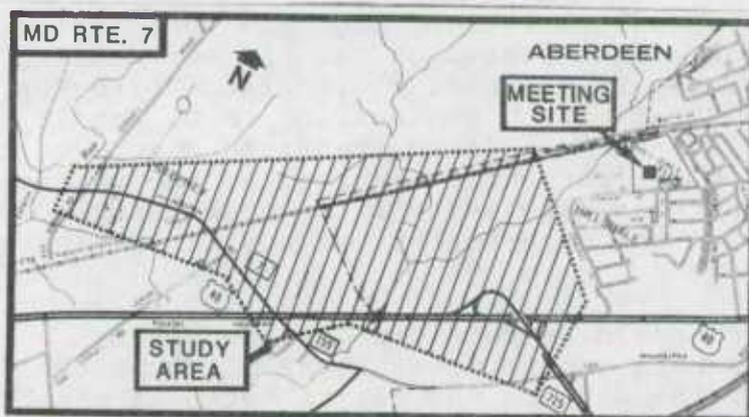
LIBRARY OF THE
UNITED STATES DEPARTMENT OF
THE ARMY

PUBLIC NOTICE

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

WILL CONDUCT A
LOCATION/DESIGN PUBLIC HEARING

JANUARY 4, 1990 @ 7:30 p.m.
HILLSDALE ELEMENTARY SCHOOL
810 EDMUND STREET
ABERDEEN MARYLAND 21001



This project proposes the replacement of the existing MD 7 bridge, number 12007, over the CSX Railroad and the future extension of MD 7 to the existing US 40/MD 715 interchange. The project limits extend from Stepney Road to US 40 located in Harford County.

The purpose of this hearing is to afford all interested persons the opportunity to present their views regarding the proposed location and general design of the project, including the social, economic and environmental effects for both the build alternatives and the No-Build alternative.

Beginning at 7:00 p.m., mapping depicting the project alternatives will be on display. Representatives of the State Highway Administration will be available to record your comments and discuss points of interest with you.

A formal presentation of approximately 30 minutes beginning at approximately 7:30 p.m. will include a description of the project alternatives, an environmental summary, information on right-of-way acquisition, relocation assistance policies and procedures and Title VI of the Equal Opportunity Program. This presentation will be followed by the receipt of comments from the public.

The State Highway Administration in cooperation with the Maryland Historical Trust has identified one historic site within the study area that is currently on the "National Register of Historic Places". In accordance with the Section 106 procedures of the National Historic Preservation Act, this Public Hearing provides the opportunity for public input. It has been determined by the Maryland Historical Trust that there will be no effect on this site.

If requested in writing, you might be considered eligible to receive additional information which may be developed during the course of consultation with the Advisory Council on Historic Preservation and/or Maryland Historical Trust.

Individuals and representatives of organizations that desire to be heard, or who want to be placed on the project mailing list, may submit a request to Mr. Neil J. Pedersen, Director, Office of Planning and Preliminary Engineering, P.O. Box 717, Baltimore, Maryland 21203-0717. (If you received a copy of this notice in the mail, you are currently enrolled on the project mailing list. Those persons enrolled will be kept informed of project developments and the opportunity for public involvement as the study progresses.

Requests to speak should be received no later than January 3, 1990 in order to ensure proper scheduling of the hearing. Attendees at the hearing who desire to speak may do so following those on the previously established list. If a large number of speakers enroll, a limitation of time allotted to each speaker may be necessary. Brochures and forms for written comments will be available at this hearing.

Written statements and other exhibits in lieu of or in addition to oral presentation at the hearing may be submitted to Mr. Pedersen at the above address until January 18, 1990 in order to be included in the "Public Hearing Transcript".

HEARING IMPAIRED:

If anyone with hearing impairment desires to attend this hearing, please notify Mr. Neil J. Pedersen at the above address, in writing or teletype to 1-800-492-5062 (Statewide toll free), to be received no later than 5 days preceding this hearing, defining whether an oral or sign language interpreter is needed. To the extent this is feasible and possible, an interpreter will be provided.

November 22, 1989

Hal Kassoff
State Highway Administrator



**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

November 20, 1989

MEMORANDUM

TO: Mr. Hal Kassoff
Mr. John A. Agro
Mr. Bob B. Myers
Mr. John J. Cahill
Mr. Robert J. Finck
Mr. Earle S. Freedman
Mr. Thomas Hicks
Mr. Robert Douglass
Mr. Jack F. Ross
Mr. Charles B. Adams
Mr. Anthony M. Capizzi
Mr. Barry E. Ditto
Mr. James K. Gatley

Mr. John H. Grauer
Mr. Gary R. Gray
Ms. Angela B. Hawkins
Mr. Charles E. Rose
Mr. John T. Neukam
Mr. P. Russell Ulrich
Mr. John D. Bruck
Ms. Kathleen Fay (20 copies)
Mr. Charles R. Olsen
Mr. Christian C. Larson
Ms. Cathy Pecora

FROM: Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

SUBJECT: Contract No. H 899-101-471 N
MD 152
US 1 to Hanson Road
Harford County
PDMS No. 123169

RECEIVED

NOV 21 1989

HIGHWAY INFORMATION
SERVICES DIVISION

For your information, attached is a copy of the Public Notice which will appear in the following newspapers:

Sunpapers	November 22, 1989
The Aegis	November 22, 1989
Harford Post	November 22, 1989

BY:
Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

LHE:RMG:ds
Enclosure

cc: Mr. R. J. Houst
Public Meeting Unit
Asst. Division Chiefs - Project Planning Division

My telephone number is (301) 333-1130

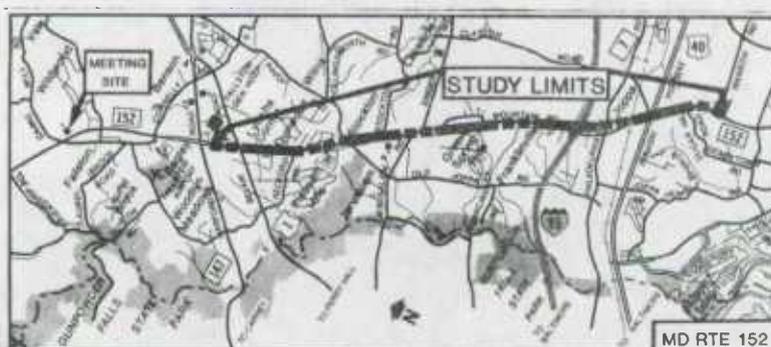
PUBLIC NOTICE

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

WILL CONDUCT AN ALTERNATES WORKSHOP

December 14, 1989
7:00 to 9:30 p.m.
Fallston High School
2301 Carrs Mill Road
Fallston, MD 21047

MD 152 from US 1 to Hanson Road



This study is investigating the widening of MD 152 from US 1 to Hanson Road in Harford County.

This study is currently in the Project Planning phase. This phase begins with agency and public involvement, engineering and environmental studies. It concludes with receipt of location and design approvals. It involves the development and review of all reasonable build alternatives and the No-Build Alternative.

The purpose of this workshop is to acquaint the public with the goals of the project and the progress of the study to date. Maps depicting the study alternatives will be on display. A brief slide presentation will be shown periodically during the workshop to acquaint the public with the project development process and the project goals. Representatives of the State Highway Administration will be available to discuss the project and record your comments.

All interested persons are invited to attend this workshop and express their views regarding the proposed alternatives, including the social, economic and environmental effects. Brochures and forms for written comments will also be available at the workshop.

Citizen involvement in the planning process is encouraged. Written comments and requests to be included on the project mailing list may be submitted to Mr. Neil J. Pedersen, Director, Office of Planning and Preliminary Engineering, State Highway Administration, P.O. Box 717, Baltimore, Maryland 21203-0717.

November 22, 1989

Hal Kassoff
State Highway Administrator



Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

November 7, 1989

RECEIVED

NOV 8 1989

HIGHWAY INFORMATION
SERVICES DIVISION

MEMORANDUM

TO: Mr. Hal Kassoff
 Mr. John A. Agro
 Mr. Bob B. Myers
 Mr. John J. Cahill
 Mr. Robert J. Finck
 Mr. Earle S. Freedman
 Mr. Thomas Hicks
 Mr. Robert Douglass
 Mr. Jack F. Ross
 Mr. Charles B. Adams
 Mr. Anthony M. Capizzi
 Mr. Barry E. Ditto
 Mr. James K. Gatley

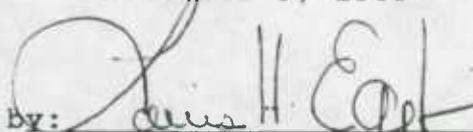
Mr. John H. Grauer
 Mr. Gary R. Gray
 Ms. Angela B. Hawkins
 Mr. Charles E. Rose
 Mr. John T. Neukam
 Mr. P. Russell Ulrich
 Mr. John D. Bruck
 Ms. Kathleen Fay (20 copies)
 Mr. Donnie L. Drewer
 Mr. Jonathan G. Willis
 Ms. Sue Rajan

FROM: Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

SUBJECT: Contract No. WO 630-101-171 N
Delaware/Maryland
Beach Access Study
Worcester County
PDMS No. 232050

For your information, attached is a copy of the Public
Notice which will appear in the following newspapers:

Sunpapers	November 8, 1989
Salisbury Daily Times	November 8, 1989
MD Times Press	November 9, 1989
News & Farmer	November 9, 1989

by: 
 Louis H. Ege, Jr.
 Deputy Director
 Office of Planning and
 Preliminary Engineering

LHE:RMG:ds
 Enclosure
 cc: Mr. R. J. Houst
 Public Meeting Unit
 Asst. Division Chiefs - Project Planning Division

My telephone number is (301) 333-1130

RECEIVED

NO 10

1910

PUBLIC NOTICE

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

AND

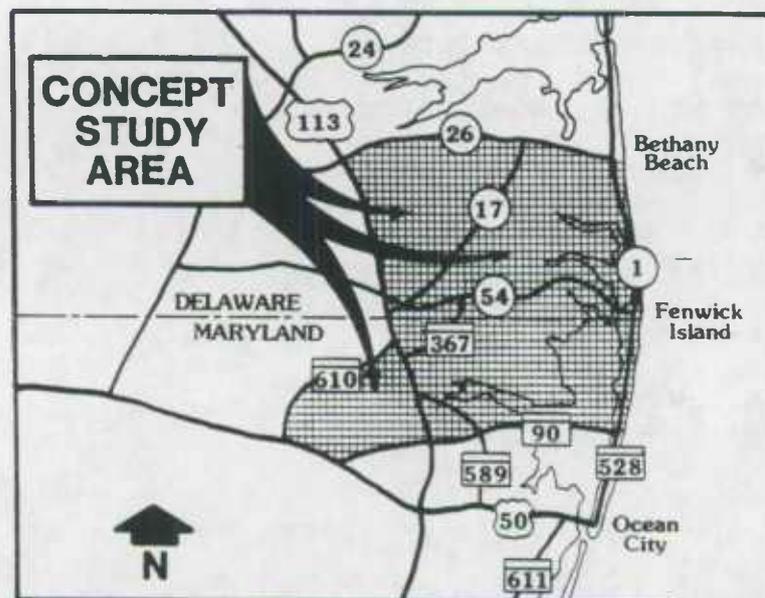
DELAWARE DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

WILL CONDUCT ALTERNATES PUBLIC WORKSHOPS

DELAWARE/MARYLAND BEACH ACCESS STUDY

NOVEMBER 29, 1989 - 4:00 P.M. TO 8:00 P.M.
STEPHEN DECATUR HIGH SCHOOL
9913 SEAHAWK ROAD -
BERLIN, MARYLAND

NOVEMBER 30, 1989 - 4:00 P.M. TO 8:00 P.M.
LORD BALTIMORE ELEMENTARY SCHOOL
OCEAN VIEW, DELAWARE



This joint state study proposes alternates for the provision of improved roadway capacity to the oceanfront beach resort areas of southeastern Sussex County, Delaware and northeastern Worcester County, Maryland.

A previous workshop presented potential corridors for improvements; these workshops will present specific alternatives within each corridor, that would improve the east-west roadway capacity to the beach resort areas and provide emergency evacuation routes from the resort areas. The range of alternatives include the dualization of existing roads, new alignments, combinations of dualizations and new alignments, capacity improvements to existing roads and the No-Build alternative.

All interested citizens are invited to attend and participate in these workshops and express their views relating to the engineering, social, economic, and natural environmental elements of this project. Brochures describing the project and forms for written comments will be available at the workshop.

Aerial photographs depicting the build alternates will be on display for public review. A brief slide presentation will be shown periodically during the workshops to acquaint the public with the project planning process and the project goals. Representatives from the Maryland State Highway Administration and the Delaware Department of Transportation will be available to discuss the project and to record your comments.

Citizen participation in the planning process for this project is encouraged. Comments or recommendations regarding the conduct of the study and requests to be placed on the project mailing list may be forwarded to either the consultant team or the respective Departments:

Maryland Department of Transportation:

Mr. Neil J. Pedersen, Director
Office of Planning and Preliminary Engineering
Maryland State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717
Telephone: 1-800-548-5026 (in Maryland)

Delaware Department of Transportation:

Ms. Michele Ackles
Community Relations Manager
Division of Highways
Delaware Department of Transportation
P.O. Box 778
Dover, DE 19903
Telephone: 1-800-652-5600 (in Delaware)

Consultant Team:

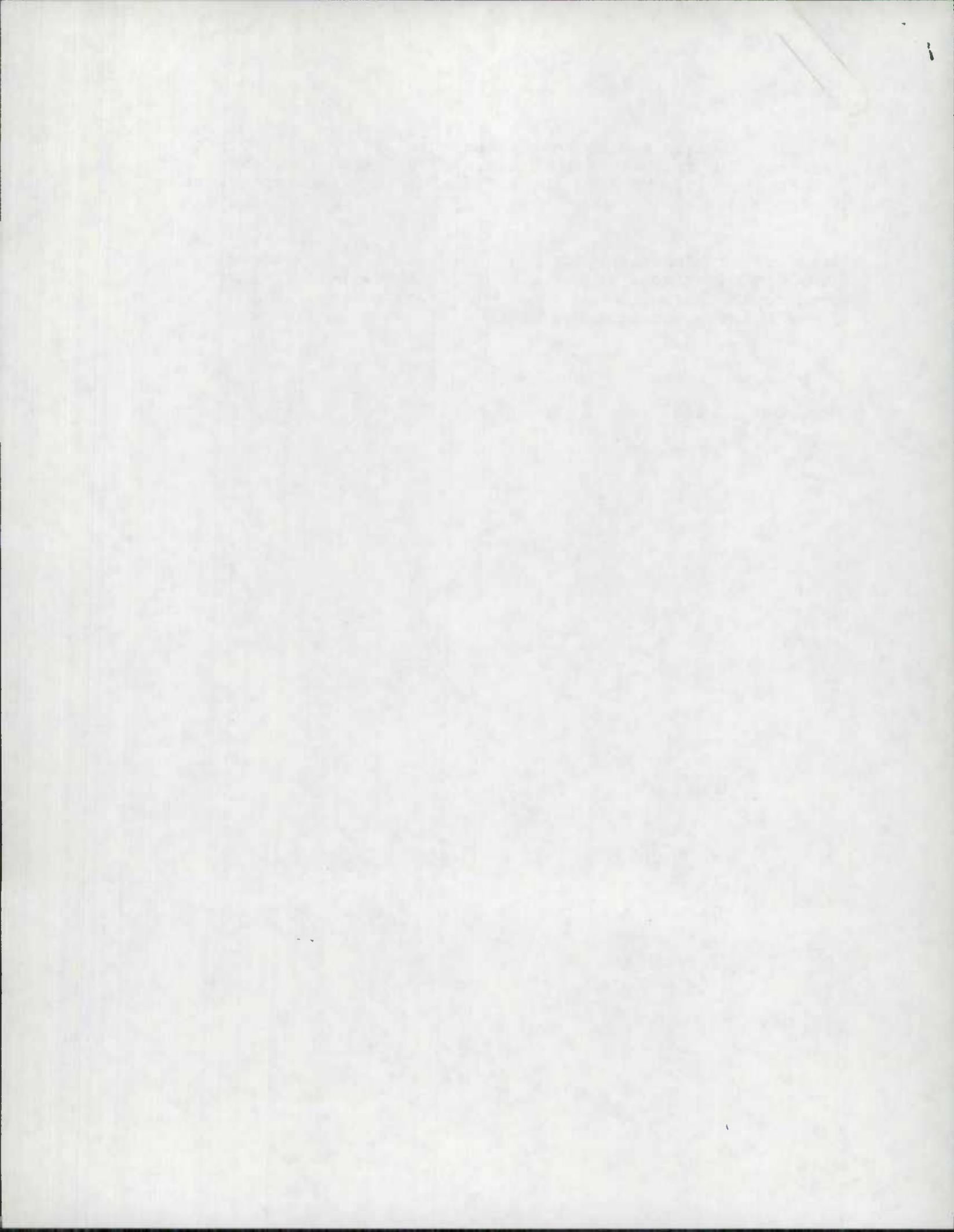
Mr. Matthew Kremer, Project Manager
Kise Franks and Straw
219 N. Broad Street
Philadelphia, PA 19107
Telephone: 1-800-343-3084

Individuals and organizations enrolled on the project mailing list will be kept informed of project development and opportunities for public involvement as the study progresses.

Hal Kassoff, Administrator
Maryland Department of
Transportation
State Highway Administration

John T. Davis, Director
Delaware Department of
Transportation
Division of Highways

November 8, 1989





Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
 Secretary
 Hal Kassoff
 Administrator

November 13, 1989

RECEIVED

NOV 14 1989

MEMORANDUM

TO: Mr. Hal Kassoff
 Mr. John A. Agro
 Mr. Bob B. Myers
 Mr. John J. Cahill
 Mr. Robert J. Finck
 Mr. Earle S. Freedman
 Mr. Thomas Hicks
 Mr. Robert Douglass
 Mr. Jack F. Ross
 Mr. Charles B. Adams
 Mr. Anthony M. Capizzi
 Mr. Barry E. Ditto
 Mr. James K. Gatley

Mr. John H. Grauer
 Mr. Gary R. Gray
 Ms. Angela B. Hawkins
 Mr. Charles E. Rose
 Mr. John T. Neukam
 Mr. P. Russell Ulrich
 Mr. John D. Bruck
 Ms. Kathleen Fay (20 copies)
 Mr. Theodore W. Beaulieu
 Mr. Matthew R. Murray
 Mr. Victor Janata

HIGHWAY INFORMATION
 SERVICES DIVISION

FROM: Neil J. Pedersen, Director
 Office of Planning and
 Preliminary Engineering

SUBJECT: Contract No. W 818-101-671 N
 MD 68
 Antietam and Beaver Creek Bridges
 Washington County
 PDMS No. 213108

For your information, attached is a copy of the Public Notice which will appear in the following newspapers:

Herald Mail

November 15, 1989

by: Louis H. Ege, Jr.
 Louis H. Ege, Jr.
 Deputy Director
 Office of Planning and
 Preliminary Engineering

LHE:RMG:ds
 Enclosure

cc: Mr. R. J. Houst
 Public Meeting Unit
 Asst. Division Chiefs - Project Planning Division

My telephone number is (301) 333-1130

RECEIVED



Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

November 15, 1989

RE: Contract No. W 818-101-671
MD 68 - Bridges at Antietam
and Beaver Creeks
PDMS No. 213108

To Concerned Citizens:

I would like to bring you up to date on the status of our studies for improving the MD 68 crossings of Antietam and Beaver Creeks in Washington County.

Citizen input at the July 20, 1988 Location/Design Public Hearing, and subsequent written comments were carefully considered in determining a future course of action. After reviewing the cost, impacts, and environmental considerations for each alternate studied, it was decided that the State Highway Administration would proceed with Alternate 2 Modified, which was developed after the public hearing. Alternate 2 Modified involves the rehabilitation of the Antietam Creek bridge, consistent with its being considered eligible for the National Register of Historic Places. The slab bridge carrying MD 68 over a previous branch of Antietam Creek immediately to the west, would be removed and replaced with a roadway on fill. The one-lane stone arch bridge at Beaver Creek would be removed and replaced with a two-lane concrete arch bridge which would be aesthetically consistent with the area. This alternate would result in minimal approach roadway adjustments at Beaver Creek.

At this time, the study is funded for the project planning phase only in the current Consolidated Transportation Program. The project will be evaluated yearly for possible addition to future Consolidated Transportation Programs for the remaining phases (final design, right-of-way, and construction).

If you have any questions, or need any additional information, please contact the project manager, Mr. Victor F. Janata, at (301) 333-1105 or toll free at 1-800-548-5026.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:as

My telephone number is (301) 333-1110

THE NATIONAL ARCHIVES
COLLECTION OF THE
UNITED STATES DEPARTMENT OF THE INTERIOR



The Location/Design Public Hearing Transcript, is available for review, Monday through Friday, at the following locations:

Washington County Free Library

Hagerstown Branch
100 South Potomac Street
Hagerstown, Maryland 21740

Boonsboro Branch
19 North Main Street
Boonsboro, Maryland 21713

State Highway Administration

District No. 6 Office
Braddock Road & MD 49
La Vale, Maryland 21502

State Highway Administration
Library
707 North Calvert Street -
Room 400
Baltimore, Maryland 21202

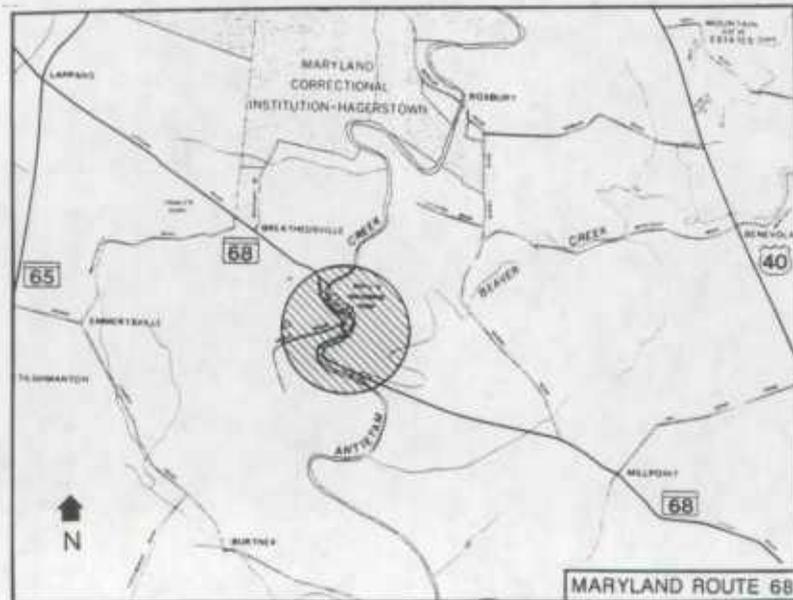
November 15, 1989

Hal Kassoff
State Highway Administrator

PUBLIC NOTICE

Maryland Department of Transportation State Highway Administration

On August 18, 1989, the State Highway Administrator in accordance with Certification Acceptance procedures granted location approval for the MD 68 (Lappans Road), Bridges at Antietam and Beaver Creeks in Washington County.



The approval granted is for Alternate 2 Modified. This is a revision, as a result of public input, to Alternate 2 as presented at the Location/Design Public Hearing, held on July 20, 1988 at Boonsboro Middle School in Boonsboro. Alternate 2 Modified involves the rehabilitation of the Antietam Creek bridge consistent with its being considered eligible for the National Register of Historic Places. The one-lane stone arch bridge at Beaver Creek would be removed and replaced with a two-lane concrete arch bridge which would be aesthetically consistent with the area. This alternate would result in minimal approach roadway adjustments at the Beaver Creek bridge. The slab bridge carrying MD 68 over a previous branch of Antietam Creek would be removed and replaced with a graded roadway.

No other phase of development (i.e., Final Design, Right of Way Acquisition or Construction) is funded in the current Consolidated Transportation Program.



Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

November 22, 1989

MEMORANDUM

TO: Mr. Hal Kassoff
 Mr. John A. Agro
 Mr. Bob B. Myers
 Mr. John J. Cahill
 Mr. Robert J. Finck
 Mr. Earle S. Freedman
 Mr. Thomas Hicks
 Mr. Robert Douglass
 Mr. Jack F. Ross
 Mr. Charles B. Adams
 Mr. Anthony M. Capizzi
 Mr. Barry E. Ditto
 Mr. James K. Gatley

Mr. John H. Grauer
 Mr. Gary R. Gray
 Ms. Angela B. Hawkins
 Mr. Charles E. Rose
 Mr. John T. Neukam
 Mr. P. Russell Ulrich
 Mr. John D. Bruck
 Ms. Kathleen Fay (20 copies)
 Mr. Donnie L. Drewer
 Mr. Jonathan G. Willis
 Mr. Robert Schneider

FROM: Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

SUBJECT: Contract No. WI 641-101-170 N
US 50 Salisbury Bypass
US 50 to US 13
Wicomico County
PDMS No. 222004

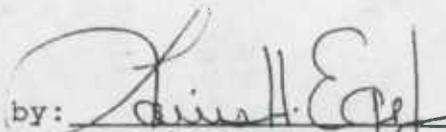
RECEIVED

NOV 27 1989

HIGHWAY INFORMATION
SERVICES DIVISION

For your information, attached is a copy of the Public Notice which will appear in the following newspapers:

Sunpapers	November 22, 1989
Salisbury Daily Times	November 22, 1989

by: 
 Louis H. Ege, Jr.
 Deputy Director
 Office of Planning and
 Preliminary Engineering

LHE:RMG:ds
 Enclosure
 cc: Mr. R. J. Houst
 Public Meeting Unit
 Asst. Division Chiefs - Project Planning Division

My telephone number is (301) 333-1130

RECEIVED

NOV 1952

INFORMATION

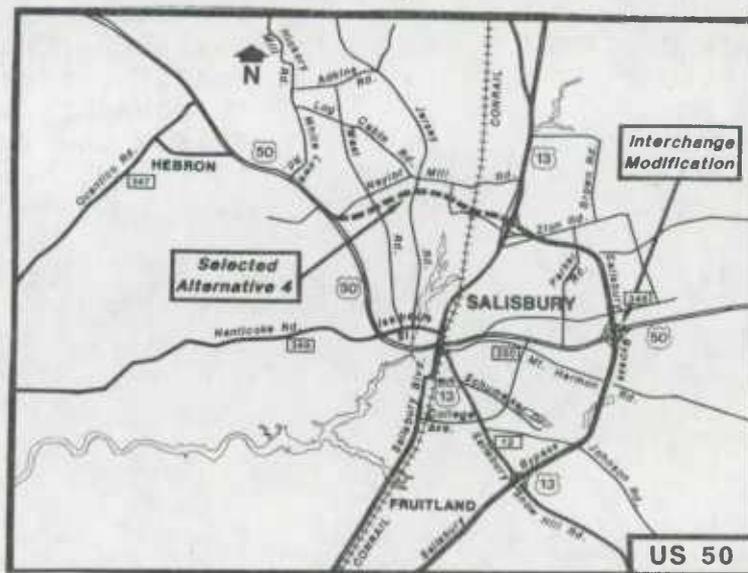
SECTION

PUBLIC NOTICE

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

US 50 - SALISBURY BYPASS

On September 17, 1989 the Maryland Department of Transportation, State Highway Administration received "Location Approval" from the U.S. Department of Transportation, Federal Highway Administration for the construction of a portion of US 50 to complete the Salisbury Bypass. The project extends from US 50 at Naylor Mill Road west of Salisbury, to US 13 north of Salisbury, a distance of approximately 4.0 miles. This project also includes modifications to the existing US 50/US 13 interchange east of Salisbury to service the increased traffic the Bypass will generate.



The approval granted is for Alternate 4, which proposes a four lane divided highway with a variable width median. Access will be via interchange only as this will be a controlled access highway. Interchanges will be provided at the termini. An intermediate interchange may also be included. This alternate was presented at the Combined Location/Design Public Hearing at Parkside High School, January 7, 1988.

Design Approval is pending, as engineering plans are being developed.

Comments received at and subsequent to the Public Hearing were evaluated and made a part of the "Final Environmental Impact Statement", which, along with the "Public Hearing Transcript" have been available for public review since June 9, 1989 at the following locations:

STATE HIGHWAY ADMINISTRATION

Library - Room 415
707 North Calvert Street
Baltimore, Maryland 21202
Monday through Friday
8:15 AM to 3:15 PM

District #1 Office
660 West Road
Salisbury, Maryland 21801
Monday through Friday
8:00 AM to 4:00 PM

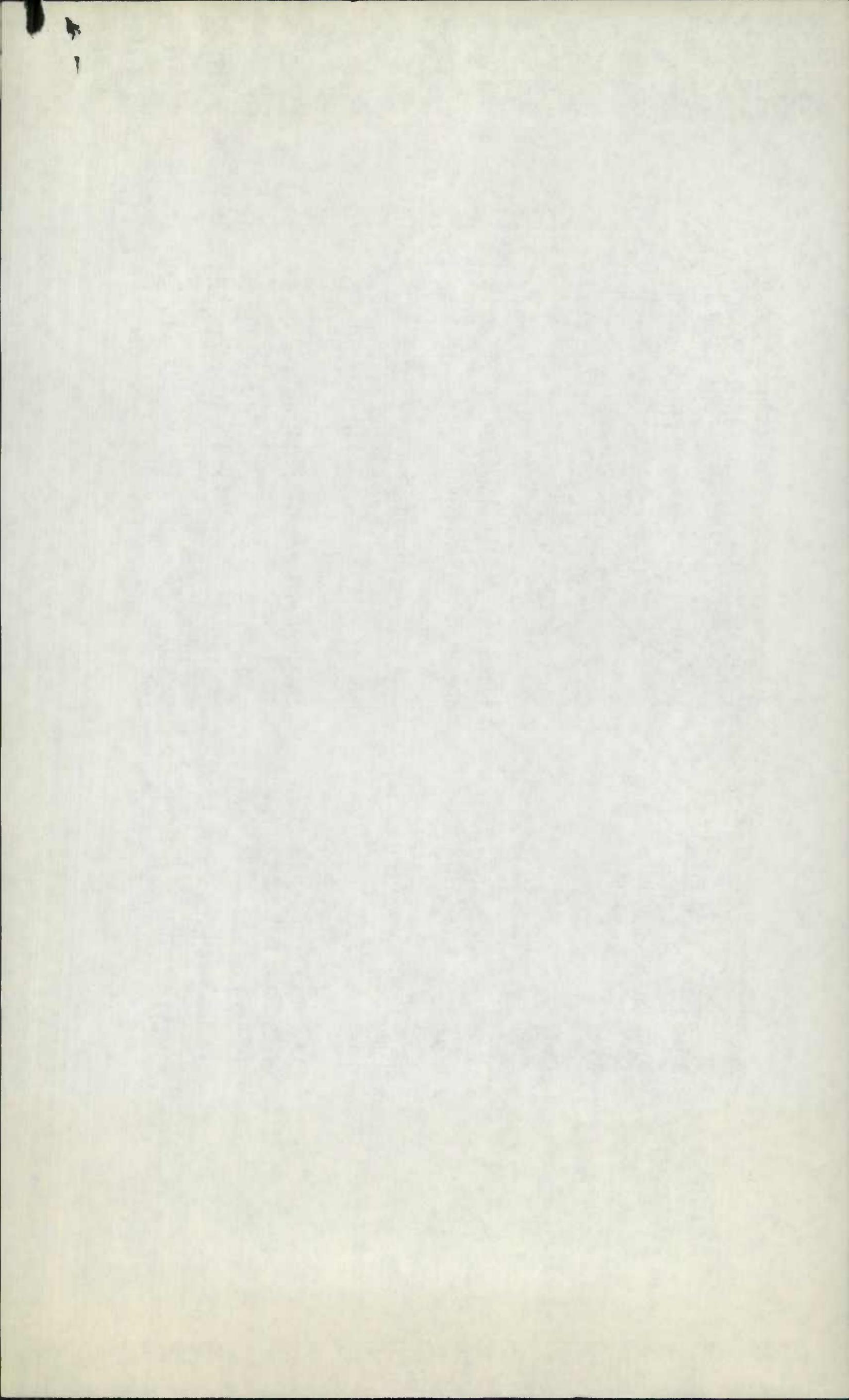
November 22, 1989

WICOMICO COUNTY

Government Office Building
North Division Street and
US 50, - Room 303
Salisbury, Maryland 21801
Monday through Friday
8:30 AM to 4:30 PM

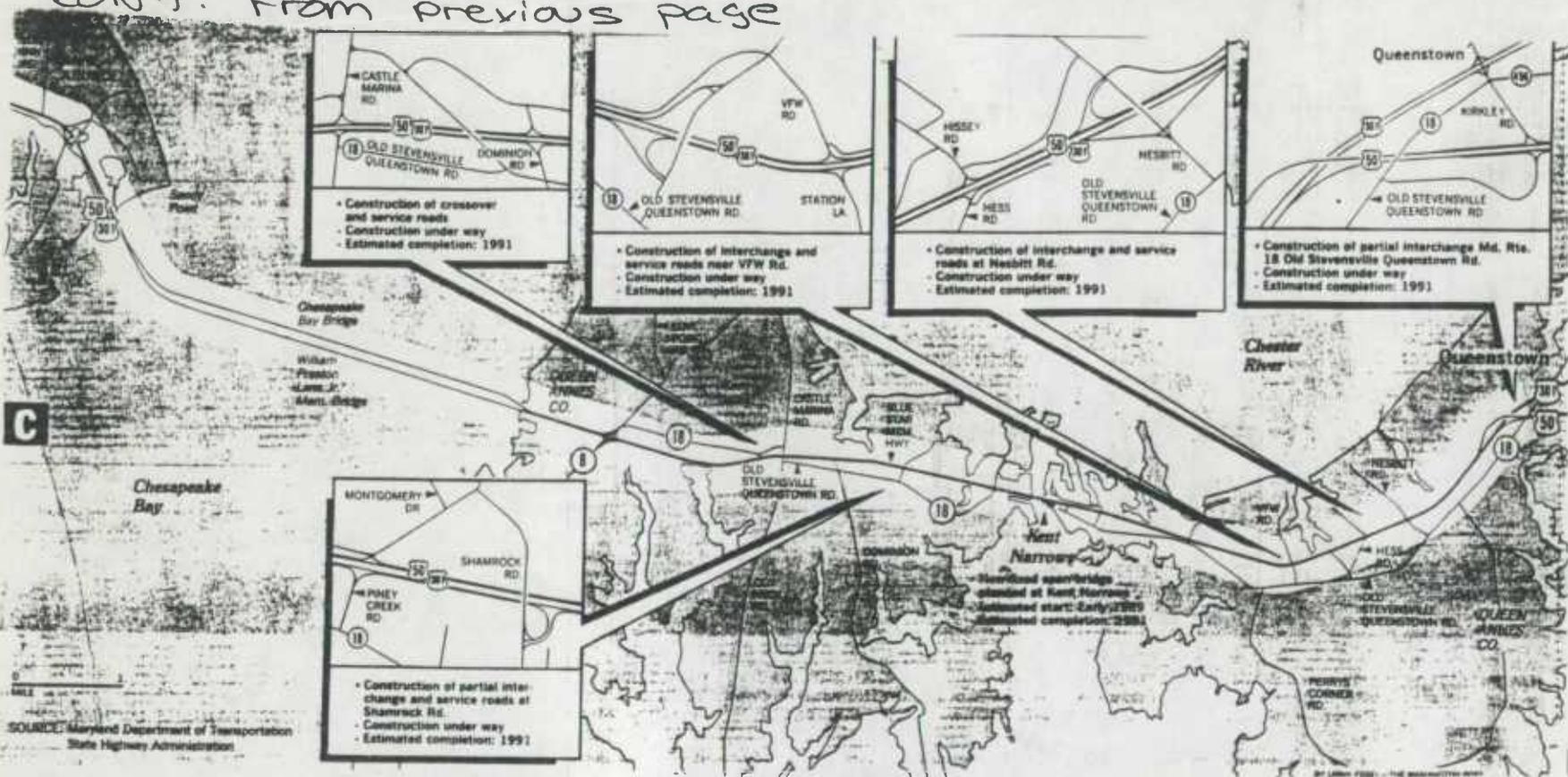
Wicomico County Library
122 South Division Street
Salisbury, Maryland 21801
Monday through Thursday
10:00 AM to 9:00 PM
Friday and Saturday
10:00 AM to 5:00 PM

Hal Kassoff
State Highway Administrator



EDITORIALS & LETTERS: CON'T.

CON'T. From previous page



Washington Post 4/21/89

FAILURE IS ESSENTIAL

Testing the limits

cially. But few among this bunch will leave a mark on the landscape. And that's intolerable. After all, I was talking to the cream of our annual output of 70,000 MBAs. To meet tomorrow's stunning challenges, I believe we should be counseling brashness from these likely chiefs of American business during the years 2005 to 2025. We



is also a necessity, a painful one, amid the tumult that most industries face today. My third effort to stir the pot is a categorical "demand" that business leaders consider lifelong learning for every worker to be their chief strategic investment. Lifelong learning per se, I insist, is the organization.

